

Appendix M
Supplemental Draft EIS Comments and Responses

APPENDIX M

Guide to Appendix M

Appendix M contains comments received on the Southwest LRT (METRO Green Line Extension) Supplemental Draft Environmental Impact Statement (EIS) during the public comment period held from May through July 2015, following publication of the Supplemental Draft EIS on May 22, 2015. Appendix M also includes the comments received on the Southwest LRT Amended Draft Section 4(f) Evaluation published on January 11, 2016. All comments received on the Supplemental Draft EIS and the Amended Draft Section 4(f) Evaluation were reviewed, responded to, and incorporated into the Final EIS, as appropriate. Appendix M is divided into five parts:

- Attachment 1: Index of comments received on the Supplemental Draft EIS
- Attachment 2: Comments received on the Supplemental Draft EIS
- Attachment 3: Master responses to comments received on the Supplemental Draft EIS
- Attachment 4: Responses to comments received on the Supplemental Draft EIS
- Attachment 5: Responses to comments on the Amended Draft Section 4(f) Evaluation

These attachments are described as follows.

Attachment 1: Index of comments received on the Supplemental Draft EIS

Attachment 1 contains a table with each of the comments received on the Supplemental Draft EIS. The table includes:

- Comment ID Number: A unique comment identification number assigned to each comment.
- Source: The method the comment was received (e.g., postal mail, email, public hearing, etc.)
- Commenter: The name of the individual submitting the comment, if provided.
- Commenter Organization: The name of the organization, business or group, if provided.
- Original Comment Page Number: The page number where the comments begins, as found in Attachment 2, Comments Received on the Supplemental Draft EIS.
- Response Page Number: The page number where the response begins, as found in Attachment 4, Responses to Comments Received on the Supplemental Draft EIS.

Attachment 2: Comments received on the Supplemental Draft EIS

Attachment 2 includes a copy of each of the comments received on the Supplemental Draft EIS.

Attachment 3: Master responses to comments received on the Supplemental Draft EIS

Attachment 3 includes Master Responses for comments received on the Supplemental Draft EIS. Master responses cover common topics from multiple commenters. The Master Response table includes:

- Master Response Identification Number (ID): Identification number assigned to each master response.
- Topic: General description of the comment that was received from multiple commenters.
- Master Response: A response to the comment that was received from multiple commenters.
- Original Comment Number: The corresponding Comment ID Numbers from Attachment 1 above.

Attachment 4: Responses to comments received on the Supplemental Draft EIS

Attachment 4 includes responses to individual commenters received on the Supplemental Draft EIS. Included in the responses to comment is the following:

- **Comment ID Number:** A unique comment identification number assigned to each comment, corresponding with the Comment ID Number from Attachment 1.
- **Commenter:** The name of the individual submitting the comment, if provided.
- **Commenter Organization:** The name of the organization, business or group, if provided.
- **Comment Response:** An individual response for each comment received. The individual responses also include references to Attachment 3 for responses to comments received from multiple commenters (i.e., Master Responses).

Attachment 5: Responses to comments on the Amended Draft Section 4(f) Evaluation

Attachment 5 contains two subsections:

- **Index of comments received on the Supplemental Draft EIS:** Contains a table with the commenter name/organization and the page number for the response.
- **Responses to comments received.**

Index of Comments Received on the Southwest LRT Supplemental Draft EIS

ID No. ^a	Source	Commenter	Commenter Organization	Original Comment Page Number (Attachment 2)	Response Page Number (Attachment 4)
1	Email	George Puzak	Not Provided	M.2-1	M.4-1
7	Email	Arthur Higinbotham	not provided	M.2-10	M.4-2
21	Email	Steve Smith	Not Provided	M.2-14	M.4-7
26	Email	Pat MulQueeney	Eden Prairie Chamber of Commerce	M.2-15	M.4-8
27	Email	Richard Adair	Not Provided	M.2-16	M.4-9
28	Email	Jim Herbert	Barr Engineering Co.	M.2-17	M.4-10
29	Email	Roger Clarke	Not Provided	M.2-18	M.4-11
30	Email	Karen Rosar	Not Provided	M.2-19	M.4-12
31	Email	Matthew Pawlowski	Not Provided	M.2-20	M.4-13
32	Comment Form	David Hester	Not Provided	M.2-21	M.4-14
33	Other	Bob Carney	bobagain.com	M.2-22	M.4-15
34	Comment Form	Nancy Arieta	Not Provided	M.2-23	M.4-16
35	Other	Joseph Lampe	PRT Minnesota, Inc.	M.2-24	M.4-17
36	Comment Form	Not Provided	Not Provided	M.2-87	M.4-18
37	Comment Form	Mike Farrar and Marrou Collins	Not Provided	M.2-88	M.4-19
38	Comment Form	Not Provided	Not Provided	M.2-89	M.4-20
39	Comment Form	Not Provided	Not Provided	M.2-90	M.4-21
40	Comment Form	Not Provided	Not Provided	M.2-91	M.4-22
41	Comment Form	Not Provided	Not Provided	M.2-92	M.4-23
42	Comment Form	Not Provided	Not Provided	M.2-93	M.4-24

ID No. ^a	Source	Commenter	Commenter Organization	Original Comment Page Number (Attachment 2)	Response Page Number (Attachment 4)
43	Comment Form	Not Provided	Not Provided	M.2-94	M.4-26
44	Comment Form	Not Provided	Not Provided	M.2-95	M.4-27
45	Transcribed Verbal Comment	Not Provided	Not Provided	M.2-96	M.4-28
46	Comment Form	Not Provided	Not Provided	M.2-97	M.4-29
47	Comment Form	Not Provided	Not Provided	M.2-98	M.4-30
48	Comment Form	Not Provided	Not Provided	M.2-99	M.4-31
49	Transcribed Verbal Comment	Not Provided	Not Provided	M.2-100	M.4-32
50	Transcribed Verbal Comment	Not Provided	Not Provided	M.2-101	M.4-33
51	Comment Form	Not Provided	Not Provided	M.2-102	M.4-35
52	Comment Form	Not Provided	Not Provided	M.2-103	M.4-36
53	Other	Robert Brockway	Not Provided	M.2-104	M.4-37
54	Other	Jan Search	Not Provided	M.2-105	M.4-38
55	Transcribed Verbal Comment	Russel Palma	Not Provided	M.2-111	M.4-41
56	Transcribed Verbal Comment	Frank Hornstein	District 61A and Minnesota House of Representatives	M.2-113	M.4-42
57	Transcribed Verbal Comment	Sarah Brenner	Not Provided	M.2-117	M.4-43
58	Transcribed Verbal Comment	Shawn Smith	Not Provided	M.2-119	M.4-44
59	Transcribed Verbal Comment	Art Higinbotham	Not Provided	M.2-121	M.4-45
60	Transcribed Verbal Comment	Bob Brockway	Not Provided	M.2-122	M.4-46
61	Transcribed Verbal Comment	John Shorrock	Not Provided	M.2-123	M.4-47
62	Transcribed Verbal Comment	Angela Erdrich	Not Provided	M.2-124	M.4-48
63	Transcribed Verbal Comment	Richard Adair	Not Provided	M.2-126	M.4-49
64	Transcribed Verbal Comment	Amity Foster	ISAIAH	M.2-127	M.4-50

ID No. ^a	Source	Commenter	Commenter Organization	Original Comment Page Number (Attachment 2)	Response Page Number (Attachment 4)
65	Transcribed Verbal Comment	Mary Pattock	Not Provided	M.2-128	M.4-51
66	Transcribed Verbal Comment	George Puzak	Not Provided	M.2-129	M.4-52
67	Transcribed Verbal Comment	Susu Jeffrey	Coldwater	M.2-131	M.4-54
68	Transcribed Verbal Comment	Nancy Green	Not Provided	M.2-132	M.4-56
69	Transcribed Verbal Comment	Claire Ruebeck	Not Provided	M.2-133	M.4-57
70	Transcribed Verbal Comment	Bob Carney	We the People	M.2-135	M.4-58
71	Transcribed Verbal Comment	Sandi Larson	Not Provided	M.2-137	M.4-59
72	Transcribed Verbal Comment	Cathy Deikman	Not Provided	M.2-139	M.4-60
73	Transcribed Verbal Comment	Stuart Chazin	Kenilworth Preservation Group	M.2-140	M.4-61
74	Transcribed Verbal Comment	Jeanette Colby	Not Provided	M.2-143	M.4-62
75	Transcribed Verbal Comment	Camille Burke	Not Provided	M.2-145	M.4-63
76	Transcribed Verbal Comment	Kathy Low	Not Provided	M.2-146	M.4-64
77	Transcribed Verbal Comment	Michael Wilson	Cedar Lake Townhome Association	M.2-147	M.4-65
78	Transcribed Verbal Comment	Eric Larsson	Not Provided	M.2-150	M.4-66
79	Transcribed Verbal Comment	Doug Peterson	CIDNA	M.2-152	M.4-67
80	Transcribed Verbal Comment	Arlene Fried	Not Provided	M.2-154	M.4-68
81	Transcribed Verbal Comment	Mathews Hollinshead	Not Provided	M.2-155	M.4-69
82	Transcribed Verbal Comment	Captain Jack Sparrow	Not Provided	M.2-156	M.4-70
83	Transcribed Verbal Comment	Sally Rouse	Not Provided	M.2-158	M.4-72
84	Transcribed Verbal Comment	Peter Wagenius	City of Minneapolis	M.2-159	M.4-74
85	Transcribed Verbal Comment	Bob Carney	Not Provided	M.2-167	M.4-75
86	Transcribed Verbal Comment	Melitta Mayer	Not Provided	M.2-169	M.4-76

ID No. ^a	Source	Commenter	Commenter Organization	Original Comment Page Number (Attachment 2)	Response Page Number (Attachment 4)
87	Transcribed Verbal Comment	Nancy Arieta	Not Provided	M.2-170	M.4-77
88	Transcribed Verbal Comment	Ellen Hoerle	Not Provided	M.2-171	M.4-78
89	Transcribed Verbal Comment	Joseph Lampe	Not Provided	M.2-173	M.4-79
90	Transcribed Verbal Comment	Frank Lorenz	Not Provided	M.2-175	M.4-80
91	Transcribed Verbal Comment	Bob Carney	Not Provided	M.2-185	M.4-81
92	Transcribed Verbal Comment	Stuart Nolan	Stuart Companies	M.2-186	M.4-82
93	Transcribed Verbal Comment	Not Provided	Not Provided	M.2-188	M.4-83
94	Transcribed Verbal Comment	Not Provided	Not Provided	M.2-189	M.4-84
95	Postal Mail	John Shorrock	Not Provided	M.2-193	M.4-85
96	Postal Mail	Scott Blumhoefer	Heartland Corn Products	M.2-196	M.4-86
97	Email	Matthew Pawlowski	Not Provided	M.2-198	M.4-87
98	Email	Mark McGree	Not Provided	M.2-199	M.4-88
99	Email	Chris Polston	Not Provided	M.2-200	M.4-90
100	Email	Marion Spirn	Not Provided	M.2-201	M.4-91
101	Email	Marion Collins	Not Provided	M.2-202	M.4-94
102	Email	Jami LaPray and Thom Miller	Safety in the Park!	M.2-203	M.4-98
103	Email	Irene Elkins	Not Provided	M.2-208	M.4-100
104	Email	Fritz Vandover	Not Provided	M.2-209	M.4-101
105	Email	Elise Durbin	City of Minnetonka	M.2-210	M.4-102
106	Email	Shea Koch	Not Provided	M.2-215	M.4-106
107	Email	Susanne Wollman	Not Provided	M.2-216	M.4-107
108	Email	Neil Baker	Not Provided	M.2-217	M.4-108
109	Email	Richard Weiblen	Liberty Property Trust	M.2-218	M.4-109

ID No. ^a	Source	Commenter	Commenter Organization	Original Comment Page Number (Attachment 2)	Response Page Number (Attachment 4)
110	Email	Mark Wegner	Twin Cities & Western Railroad Company	M.2-221	M.4-111
111	Email	John Erickson	Cedar Lake Shores Townhome Association (CLSTA)	M.2-228	M.4-113
112	Email	Tom Cremons	Not Provided	M.2-231	M.4-115
113	Email	Dale Bachman	Bachman's Inc.	M.2-234	M.4-116
114	Email	Diane Hedges	Not Provided	M.2-237	M.4-117
115	Email	Anna Mulfinger	Not Provided	M.2-238	M.4-118
116	Email	Angela Erdrich	Not Provided	M.2-239	M.4-119
117	Email	Jeanette Colby	Not Provided	M.2-240	M.4-120
118	Email	Kristina Patterson	Not Provided	M.2-246	M.4-121
119	Email	Arlene Fried	Not Provided	M.2-247	M.4-122
120	Email	Doug Jones	Pointe West Commons Homeowner Association	M.2-248	M.4-123
121	Email	Paul Petzschke	Not Provided	M.2-249	M.4-124
122	Email	Doug Seitz	Not Provided	M.2-255	M.4-125
123	Email	Jeanette Colby	Kenwood Isles Area Association (KIAA)	M.2-256	M.4-126
124	Email	Kim Ramey	Not Provided	M.2-276	M.4-127
125	Email	Kim and Kenneth Ramey	Not Provided	M.2-279	M.4-132
126	Email	Lynn Levine	Not Provided	M.2-281	M.4-137
127	Email	Gail Freedman	Not Provided	M.2-284	M.4-138
128	Email	Bill McGaughey	Not Provided	M.2-285	M.4-139
129	Email	Erin Cosgrove	Not Provided	M.2-286	M.4-140
130	Email	Pat Bursaw	Minnesota Department of Transportation (MnDOT)	M.2-287	M.4-141

ID No. ^a	Source	Commenter	Commenter Organization	Original Comment Page Number (Attachment 2)	Response Page Number (Attachment 4)
131	Email	Bob Carney Jr.	Not Provided	M.2-291	M.4-143
132	Email	Becca Vargo Daggett	Not Provided	M.2-319	M.4-146
133	Email	George Puzak	Not Provided	M.2-320	M.4-147
134	Email	Craig Oberlander and Michael O'Leary	Idlewild Properties, LLC and Redstone American Grill, Inc.	M.2-324	M.4-148
135	Email	Kevin Kuemmel	Not Provided	M.2-341	M.4-153
136	Email	Angie Erdrich	Not Provided	M.2-342	M.4-154
137	Postal Mail	Richard Weiblen	Liberty Property Trust	M.2-343	M.4-155
138	Email	Joan Vanhala	Alliance for Metropolitan Stability (AMS)	M.2-346	M.4-156
139	Postal Mail	Mark Wegner	Twin Cities & Western Railroad	M.2-357	M.4-158
140	Email	Cherie Hamilton	Calhoun Isles Condominium Association	M.2-364	M.4-159
141	Postal Mail	Dale Bachman	Bachman's	M.2-372	M.4-160
142	Email	Rick Getschow	City of Eden Prairie	M.2-375	M.4-161
143	Email	Liz Wielinski	Minneapolis Park and Recreation Board	M.2-384	M.4-170
144	Postal Mail	Stuart Nolan	Stuart Co	M.2-436	M.4-181
145	Email	Steven Goldsmith	Not Provided	M.2-447	M.4-185
146	Email	Monica Smith	Cedar Isles Dean Neighborhood Association (CIDNA)	M.2-448	M.4-186
147	Email	Cathy Konat	Not Provided	M.2-490	M.4-187
148	Postal Mail	Not Provided	Kenwood Isles Area Association	M.2-491	M.4-188
149	Email	Susu Jeffrey	Friends of Coldwater	M.2-511	M.4-189
150	Email	Allen and Shirley Blumenthal	Not Provided	M.2-519	M.4-191
151	Email	Brooke Haworth	Minnesota Department of Natural Resources	M.2-520	M.4-192

ID No. ^a	Source	Commenter	Commenter Organization	Original Comment Page Number (Attachment 2)	Response Page Number (Attachment 4)
152	Email	Steve Quinlivan	Not Provided	M.2-521	M.4-194
153	Email	Jennifer Labovitz	Not Provided	M.2-522	M.4-195
154	Email	Asad Aliweyd	New American Academy	M.2-523	M.4-196
155	Email	Kathleen Fix	Not Provided	M.2-530	M.4-197
156	Email	David Jaeger	Hennepin County Public Works	M.2-531	M.4-198
157	Email	Stephen Bullard	Not Provided	M.2-535	M.4-202
158	Email	Brian Gaiser	Not Provided	M.2-536	M.4-203
159	Email	Susu Jeffery	Friends of Coldwater	M.2-537	M.4-204
160	Email	John Harvey	Not Provided	M.2-538	M.4-205
161	Email	Jody Strakosch	Not Provided	M.2-540	M.4-206
162	Email	Heather Haakenson	Not Provided	M.2-541	M.4-207
163	Email	Lisa Nankivil	Not Provided	M.2-542	M.4-208
164	Email	David Lilly	Not Provided	M.2-543	M.4-209
165	Email	Barb Rasmus	Not Provided	M.2-544	M.4-210
166	Email	Marion Collins	Not Provided	M.2-545	M.4-211
167	Email	Charles Gribble and Edith Black	Not Provided	M.2-546	M.4-212
168	Email	Shelley Fitzmaurice	Not Provided	M.2-547	M.4-213
169	Email	Terry Saario and Lee Lynch	Not Provided	M.2-548	M.4-214
170	Email	Paul Allwood	Minnesota Department of Health (MDH)	M.2-549	M.4-215
171	Email	Steven Kotke and Craig Taylor	City of Minneapolis	M.2-555	M.4-217
172	Postal Mail	George Puzak	LRT Done Right	M.2-565	M.4-227
173	Email	Amy Sheldon	Not Provided	M.2-614	M.4-228
174	Email	Bryce and Donna Hamilton	Not Provided	M.2-615	M.4-230

ID No. ^a	Source	Commenter	Commenter Organization	Original Comment Page Number (Attachment 2)	Response Page Number (Attachment 4)
175	Email	Patricia Benn	Not Provided	M.2-616	M.4-231
176	Email	Sally Rousse	Not Provided	M.2-617	M.4-233
177	Postal Mail	Todd Phelps	Stinson Leonard Street LLP	M.2-664	M.4-234
178	Postal Mail	Steve Christensen	Granite Falls Energy LLC	M.2-677	M.4-235
179	Email	Mary Pattock	LRT Done Right	M.2-679	M.4-236
180	Postal Mail	Steven Kottke and Craig Taylor	City of Minneapolis	M.2-728	M.4-237
181	Email	Meg McMonigal	City of St. Louis Park	M.2-738	M.4-238
182	Postal Mail	Meg McMonigal	City of St. Louis Park	M.2-743	M.4-242
183	Email	Ken Rafowitz	Lakes & Parks Alliance of Minneapolis, Inc. C/O The Chazin Group, Inc.	M.2-748	M.4-243
184	Email	Sally Darqis	Lakes & Parks Alliance of Minneapolis, Inc. C/O The Chazin Group, Inc.	M.2-797	M.4-244
185	Email	Christine Scott	Not Provided	M.2-847	M.4-245
186	Email	Amy Rock	Not Provided	M.2-849	M.4-246
187	Email	Georgianna Ludcke	Not Provided	M.2-850	M.4-247
188	Email	Jeanette Colby	Not Provided	M.2-851	M.4-248
189	Email	Kathy Low	Not Provided	M.2-855	M.4-249
190	Email	John Olson	Not Provided	M.2-856	M.4-250
191	Email	Geri Kulsrud	Not Provided	M.2-857	M.4-251
192	Email	Kathy Grose	Not Provided	M.2-873	M.4-253
193	Email	Kim Bartmann	Not Provided	M.2-874	M.4-254
194	Email	Kim Bartmann	Not Provided	M.2-921	M.4-255
195	Email	Todd Phelps	AGNL Health, LLC	M.2-968	M.4-256

ID No. ^a	Source	Commenter	Commenter Organization	Original Comment Page Number (Attachment 2)	Response Page Number (Attachment 4)
196	Email	Frank Hornstein and Scott Dibble	Minnesota House of Representatives and Minnesota Senate	M.2-981	M.4-257
197	Email	Kristine Vitale	Not Provided	M.2-985	M.4-269
198	Email	Beth Stockinger	Not Provided	M.2-986	M.4-270
199	Email	Peter Beck	The Luther Company LLLP	M.2-988	M.4-272
200	Email	Peter Beck	St. Paul Fire and Marine Insurance Company	M.2-991	M.4-273
201	Email	Kenneth Westlake	US Environmental Protection Agency (EPA)	M.2-996	M.4-275
202	Email	Cathy Deikman	Not Provided	M.2-1005	M.4-276
203	Email	Gretchen and Doug Gildner	Not Provided	M.2-1006	M.4-277
204	Email	Julia Singer	Not Provided	M.2-1007	M.4-279
205	Email	George Puzak	Not Provided	M.2-1008	M.4-280
206	Email	Lou Schoen	Not Provided	M.2-1012	M.4-281
207	Email	Fred and Gloria Sewell	Not Provided	M.2-1013	M.4-282
208	Postal Mail	Rick Getschow	City of Eden Prairie	M.2-1014	M.4-283
209	Email	Chris Johnson	Not Provided	M.2-1022	M.4-284
210	Email	Lindy Nelson	United States Department of the Interior	M.2-1023	M.4-286
211	Email	Joyce Murphy	Not Provided	M.2-1028	M.4-288
212	Email	Edith Black	Not Provided	M.2-1029	M.4-289
213	Email	Laura Kinhead	Not Provided	M.2-1030	M.4-290
214	Email	Louise Delagran	Not Provided	M.2-1031	M.4-291
215	Email	Thad and Shiela Spencer	Not Provided	M.2-1032	M.4-292
216	Email	Melissa Lally	Not Provided	M.2-1033	M.4-293
217	Email	Laila Schirrmeister	Not Provided	M.2-1034	M.4-294

ID No. ^a	Source	Commenter	Commenter Organization	Original Comment Page Number (Attachment 2)	Response Page Number (Attachment 4)
218	Email	Harvey Ettinger	East Isles Residents Association Parks Committee	M.2-1035	M.4-295
219	Email	Herb Jones	Not Provided	M.2-1036	M.4-296
220	Postal Mail	William Griffith	Larkin Hoffman	M.2-1037	M.4-298
221	Email	Susu Jeffrey	Friends of Coldwater	M.2-1052	M.4-299
222	Email	Jerry Van Amerongen	Not Provided	M.2-1060	M.4-300
223	Postal Mail	Dianne Steen-Hinderlie	Not Provided	M.2-1061	M.4-301
224	Email	Jean and John Sandbo	Not Provided	M.2-1063	M.4-302
225	Email	Mary Pattock	LRT-Done Right	M.2-1064	M.4-303
226	Email	Tim Kelly	Minnesota House of Representatives	M.2-1118	M.4-304

^a Note that the ID numbers are used as a point of reference for comments and responses in Attachments 2 and 4 and are not numbered continuously (i.e., there are gaps in the numbering).

Attachment 2: Comments Received on the Supplemental Draft EIS

Lebold, BillieJo

From: Pfeiffer, Daniel
Sent: Thursday, May 21, 2015 12:01 PM
To: Richardson, Mary
Cc: Caufman, Robin; Lebold, BillieJo
Subject: Re: Minnesota SWLRT--freight rail is fundamental flaw

Mary,

The SDEIS comments are being directed to the SWLRT email address. Billie is supposed to be grabbing from that mailbox for processing.

Thanks

Dan Pfeiffer
 Assistant Manager, Public Involvement
 612-373-3897
Daniel.Pfeiffer@metrotransit.org

METRO Green Line Extension (Southwest LRT) Project

METRO Blue Line Extension (Bottineau LRT) Project

Sent from mobile device

On May 21, 2015, at 11:59 AM, Richardson, Mary <Mary.Richardson@metrotransit.org> wrote:

From: Maya.Sarna@dot.gov [<mailto:Maya.Sarna@dot.gov>]
Sent: Thursday, May 21, 2015 11:14 AM
To: swlrt
Subject: FW: Minnesota SWLRT--freight rail is fundamental flaw

Please be sure to include this in the comments for SDEIS.

Thank you,

MAYA SARNA
 (d) 202.366.5811 | (e) maya.sarna@dot.gov

From: Simon, Marisol (FTA)
Sent: Thursday, May 21, 2015 12:05 PM
To: Wheeler, William (FTA); McLemore, Cyrell (FTA); Owen, Benjamin (FTA); Brookins, Kelley (FTA); Loster, Kathryn (FTA); Sarna, Maya (FTA); Ciavarella, Jason (FTA)
Subject: FW: Minnesota SWLRT--freight rail is fundamental flaw

Fyi

Sent with Good (www.good.com)

-----Original Message-----

From: George Puzak [greenparks@comcast.net]

Sent: Thursday, May 21, 2015 11:58 AM Eastern Standard Time

To: McMillan, Therese (FTA); Jackson, Brian (FTA); Simon, Marisol (FTA); Comito, Cecelia (FTA); Clements, Sheila (FTA)

Subject: Minnesota SWLRT--freight rail is fundamental flaw

Dear Ms. McMillan, Mr. Jackson, Ms. Simon, Ms. Comito, and Ms. Clements:

I'm contacting you as officials of the Federal Transit Administration (FTA) to express my concern about the proposed Southwest Light Rail Transit (SWLRT) line in Minnesota. I am writing to give you some new information about the project's timeline, flaws, and a remedy.

Even if cost surprises and lawsuits don't torpedo SWLRT, a fundamental flaw should—Hennepin County's failure to include freight rail in the project's "scoping process." Required by the National Environmental Policy Act (NEPA), scoping is the first step in environmental review. It identifies the issues, alternatives, locations, and modes of transport to be studied in a transit project's environmental impact statement (EIS). But Hennepin County, in both its 2009 Scoping Report and 2010 Locally Preferred Alternative (LPA), failed to include freight rail as part of SWLRT. Five cities then proceeded to vote and approve that faulty 2010 LPA. In 2011, despite receiving notice from the Federal Transit Administration that freight rail is part of SWLRT, Hennepin County failed to amend the scoping report and re-open scoping for public comment, and thus violated NEPA.

Compounding the problem, in summer 2014, the Met Council imposed yet another, fundamentally different plan to be approved, this time through municipal consent: while the 2010 LPA approved by five cities had omitted freight rail in Minneapolis' Kenilworth corridor, this 2014 plan included it. Yet, the Met Council provided no Draft EIS on freight rail, LRT tunnels, and soil conditions. Citizens lacked critical information and officials from Minneapolis and four other cities were forced to vote on municipal consent.

The current plan would run electric-sparking LRT trains as close as 15 feet from freight trains (carrying as many as 100 cars of ethanol — an explosive whose flash point is below that of oil) through residential neighborhoods, over the Chain of Lakes Kenilworth Channel, and through downtown next to Target Field. *But this arrangement was never included in the primary scoping phase.* This omission limited the choice of transit options and alignments that citizens and decision makers considered. Further, neither citizens nor public officials had information about the 2014 plan's environmental and public safety risks.

Contrary to law, the Met Council has limited the choice of reasonable alternatives and alignments. Reducing costs, studying freight rail in the Supplemental DEIS, and re-opening municipal consent are not sufficient remedies. The scoping process must be re-opened to fix SWLRT.

I respectfully request that the FTA direct the Met Council to re-open the scoping process. The Met Council must prepare an Environmental Document that uses current FTA evaluation criteria and updated ridership and cost information. This process will produce an updated Locally Preferred Alternative that resulted from a proper NEPA (National Environmental Policy Act) process. Thank you for your consideration.

George Puzak
cell 612.250.6846
greenparks@comcast.net
1780 Girard Avenue South
Minneapolis, MN 55403

Lebold, BillieJo

From: swlrt
Sent: Friday, May 22, 2015 2:29 PM
To: Lebold, BillieJo
Subject: FW: Notice of Availability: Southwest Light Rail Transit Supplemental Draft EIS

From: Maya.Sarna@dot.gov
Sent: Friday, May 22, 2015 2:29:13 PM (UTC-06:00) Central Time (US & Canada)
To: swlrt
Subject: Notice of Availability: Southwest Light Rail Transit Supplemental Draft EIS

All,

The Southwest Light Rail Transit (LRT) (METRO Green Line Extension) Supplemental Draft Environmental Impact Statement will be available for review and comment on Friday, May 22, 2015. An electronic version of the document can be found at <http://metro council.org/swlrt/sdeis> on Thursday, May 21, 2015. Hard copies of the document are available at the local libraries and city halls along the alignment, listed below, as well as at the Southwest LRT Project Office.

The Southwest LRT Project is an approximately 16-mile proposed extension of the METRO Green Line (Central Corridor LRT) that would operate from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing in close proximity to Edina.

The Federal Transit Administration (FTA) is the federal lead agency under the National Environmental Policy Act and the Metropolitan Council (Council) is the state lead agency under the Minnesota Environmental Policy Act for development of the Southwest LRT Supplemental Draft EIS. The Supplemental Draft EIS is needed because the FTA and Council determined that design adjustments made to the project following publication of the Draft EIS in October 2012 needed to be evaluated for environmental impacts that have the potential to result in new adverse impacts.

To request a CD of the document, contact Nani Jacobson, Southwest LRT Assistant Director for Environmental and Agreements, Metropolitan Council, at nani.jacobson@metrotransit.org.

The Notice of Availability will be published in the Federal Register on May 22, 2015 and comments will be accepted through Monday, July 6, 2015. Comments can be submitted by three methods:

- Email: Written comments can be submitted to SWLRT@metrotransit.org
- U.S. Mail: Written comments can be mailed to
 Nani Jacobson
 Assistant Director, Environmental and Agreements
 Metro Transit - Southwest LRT Project Office
 6465 Wayzata Blvd., Suite 500
 St. Louis Park, MN 55426

- **Public Hearings:**
Formal testimony will be accepted at one of three public hearings in June 2015 (see below for dates). The public hearings will each be preceded by an open house, where people can learn more about the Southwest LRT Project and the Supplemental Draft EIS.

The Southwest LRT Supplemental Draft EIS open houses and public hearings will take place as follows:

Tuesday, June 16, 2015
Hopkins Center for the Arts
1111 Main Street
Hopkins, MN 55343
Open House: 5:00 PM
Public Hearing Start: 6:00 PM

Wednesday, June 17, 2015
Eden Prairie City Hall
8080 Mitchell Road
Eden Prairie, MN 55344
Open House: 5:00 PM
Public Hearing Start: 6:00 PM

Thursday, June 18, 2015
Dunwoody College of Technology
818 Dunwoody Blvd
Minneapolis, MN 55403
Open House: 5:00 PM
Public Hearing Start: 6:00 PM

The Supplemental Draft EIS is available for viewing at the following locations:

Eden Prairie City Hall: 8080 Mitchell Road, Eden Prairie, MN 55344

Eden Prairie Public Library: 565 Prairie Center Drive, Eden Prairie, MN 55344

Minnetonka City Hall: 14600 Minnetonka Blvd, Minnetonka, MN 55345

Minnetonka Public Library: 17524 Excelsior Blvd, Minnetonka, MN 55345

Hopkins City Hall: 1010 First Street South, Hopkins, MN 55343

Hopkins Public Library: 22 Eleventh Avenue North, Hopkins, MN 55343

Edina City Hall: 4801 West 50th Street, Edina, MN 55424

St. Louis Park City Hall: 5005 Minnetonka Blvd, St. Louis Park, MN 55416

St. Louis Park Public Library: 3240 Library Lane, St. Louis Park, MN 55426

Southwest LRT Project Office: 6465 Wayzata Blvd., Suite 500, St. Louis Park, MN 55426

Minneapolis City Hall: City Engineer's Office, 350 South Fifth Street, Room 203, Minneapolis, MN 55414

Lebold, BillieJo

From: swlrt
Sent: Friday, May 22, 2015 2:02 PM
To: Lebold, BillieJo
Subject: FW: Notice of Availability: Southwest Light Rail Transit Supplemental DEIS

From: Maya.Sarna@dot.gov
Sent: Friday, May 22, 2015 2:01:30 PM (UTC-06:00) Central Time (US & Canada)
To: swlrt
Subject: Notice of Availability: Southwest Light Rail Transit Supplemental DEIS

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Hopkins Public Library: 22 Eleventh Avenue North, Hopkins, MN 55343

Edina City Hall: 4801 West 50th Street, Edina, MN 55424

St. Louis Park City Hall: 5005 Minnetonka Blvd, St. Louis Park, MN 55416

St. Louis Park Public Library: 3240 Library Lane, St. Louis Park, MN 55426

Southwest LRT Project Office: 6465 Wayzata Blvd., Suite 500, St. Louis Park, MN 55426

Minneapolis City Hall: City Engineer's Office, 350 South Fifth Street, Room 203, Minneapolis, MN 55414

Minneapolis Central Library: 300 Nicollet Mall, Minneapolis, MN

Walker Public Library: 2880 Hennepin Avenue, Minneapolis, MN 55408

Linden Hills Public Library: 2900 West 43rd Street, Minneapolis, MN 55410

Sumner Public Library: 611 Van White Memorial Blvd., Minneapolis, MN 55411

Franklin Public Library: 1314 East Franklin Avenue, Minneapolis, MN 55404

Metropolitan Council Library: 390 Robert Street North, St. Paul, MN 55101

Minnesota Department of Transportation Library: 395 John Ireland Blvd., St. Paul, MN 55155

Minnesota Legislative Reference Library: 645 State Office Building, 100 Rev. Dr. Martin Luther King, Jr. Blvd. St. Paul, MN 55155

Translation services for non-English speakers and ADA accommodations will be provided on request. To request translation or ADA accommodations, please contact Dan Pfeiffer, Southwest LRT Assistant Public Involvement Manager, at 612-373-3897 or Daniel.pfeiffer@metrotransit.org at least five days prior to the hearing.

Thanks!

MAYA SARNA

FEDERAL TRANSIT ADMINISTRATION | OFFICE OF ENVIRONMENTAL PROGRAMS
1200 NEW JERSEY AVENUE SE | WASHINGTON, D.C. | 20590
(d) 202.366.5811 | (e) maya.sarna@dot.gov

Minneapolis Central Library: 300 Nicollet Mall, Minneapolis, MN

Walker Public Library: 2880 Hennepin Avenue, Minneapolis, MN 55408

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MAYA SARNA

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1200 NEW JERSEY AVENUE SE | WASHINGTON, D.C. | 20590
(d) 202.366.5811 | (e) maya.sarna@dot.gov

Lebold, BillieJo

From: arthur higinbotham <ahiginbotham@msn.com>
Sent: Wednesday, May 27, 2015 2:51 PM
To: swlrt
Cc: jeanette Colby; cwreg w; Stuart A Chazin; George Puzak
Subject: Comments on SWLRT SDEIS

The following are my comments on the SDEIS Executive Summary. I plan to attend and speak at the hearing at Dunwoody on June 18, 2015 at 6 p.m.

The Executive Summary overall fails to give detail on each of the categories in Table ES-1 that is sufficient to make a response to the concerns with co-located freight and light rail in the city of Minneapolis:

Table ES-1 Category	Comment
Acquisitions and Displacements	
Acquisition of 2.3 full and 29 partial parcels for the supporting	These parcels should have been identified reader; they are difficult to find in the documents
Cultural Resources	
Preliminary determination of an adverse effect Team has on Grand Rounds Historic District and Kenilworth chosen as the Lagoon finding?	Why is this preliminary when the Project had two years since co-location was route of choice? What are the details of this
Temporary closure of Kenilworth Lagoon closed? What are to and	What period of time will the lagoon be the options for canoeists and kayakers to move from Lake of the Isles and Cedar Lake?
Temporary closures of one or both lanes of a short west links segment of Cedar Lake Parkway between Xerxes and being Lake St. and Burnham Road Calhoun routes and bring	Cedar Lake Parkway is one of three east-between I394 and 50th St., the others the connection between 36th St. and S. Lake Parkway. Closure will add traffic to these

shore of

France Avenue

businesses or

through

Parks, Recreation.....

Indirect long term impacts to Jorvig Park, Lilac Park,
best park

Park Siding Park, Cedar Lake Park, and Lake of the Isles Park
less accessible

Visual Quality and Aesthetics

Three of six viewpoints state that there would be a “sub-
factually based
stantial” level of impact

Potential construction-related visual impacts....including
trees is a long term

removal of some of existing vegetation
colocate freight

trail

Geology and Ground Water

Potential for long term pumping of water from internal
LRT operating

tunnel to sanitary sewer
determined

Water Resources

Permanent filling of 0.5 acres of wetlands
must be avoided

New LRT crossing of Kenilworth Channel
jungle of 3

water

Noise

them to a standstill. Residents of the eastern

Cedar Lake will be required to head west to

to access Uptown and West Lake Street

cross a two-way Burnham bridge and weave

Kenwood.

Minneapolis has been rated as having the

system in the nation; making these parks

will make our city (and county) poorer.

This is a very nebulous finding and not

Trees make a park. Removal of mature

impact on our parks; the decision to

and light rail is the worst possible decision for

users and residents.

Cost of pumping has not been included in

cost. Effect on water table has not been

Area not identified; any loss of wetlands

This additional crossing will create a concrete
crossings (trail, LRT and freight) with potential of
contamination

67 moderate and 3 severe noise impacts the corridor tunnel, heavily when both

Vibration

54 ground-borne noise impacts experience

Hazardous and Contaminated Materials

Potential need for ground water pumping behind and extracting tunnel walls

Economic Effects

Potential reduction in property tax revenues Prairie but already

Potential short-term effects on freight rail operations tracks 47 feet bridge over costs and reduce derailments.

Parking Kenilworth

Freight Rail

LRT/Freight Rail Swap increase

When freight and trains pass anywhere in noise will be excessive. At the portal entry to the noise will be amplified. Trail users will be most affected because of proximity to freight and LRT are at grade.

Residents on both sides of the tunnel will loss of sleep, among other annoyances

Pumping can result in drop in water table contaminants from surrounding subsoil

Losses shown for St. Louis Park and Eden not for Minneapolis. Expensive homes are losing value along Kenilworth corridor.

Temporary relocation of the freight rail to the west while constructing the new LRT the channel will increase operating operating speeds to avoid

Loss of parking spaces not applicable to corridor.

This swap will affect freight rail operations and T&CW operating costs.

Temporary movement of freight rail tracks during operations. The Kenilworth tunnel construction whether the freight way.
Bicycle and Pedestrian

Temporary trail detours during construction disrupting the route for the

Safety and Security

Emergency vehicle delays of 50 seconds 12 Kenwood.
times an hour at 3 new LRT grade crossings of

Environmental Justice preserved.

Arthur E. Higinbotham
Property Owner at 3431 St. Louis Av.
612-226-3025

This movement will disrupt freight rail tunnel construction raises the issues of rail might collapse into the tunnel if the wall gives

Bikers will be detoured for up to two years, continuity of the Grand Rounds. No safe detour trail has been identified.

One of these crossings will be at 21st St. in
No mention is made of the effect on the safety trail and park users.

No specifics are give for assuming justice is

Lebold, BillieJo

From: Smith, Steve E <Steve.E.Smith@HealthPartners.Com>
Sent: Friday, May 29, 2015 1:23 PM
To: swlrt
Subject: stop the SWLR project

Please save the taxpayers 2 billion dollars and invest the money in other modes of transportation (rapid bus plans, etc.).

Please stop the SWLR project

Steve Smith
6824 Jeremy Ct
Eden Prairie, MN 55346

This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient or the individual responsible for delivering the e-mail to the intended recipient, please be advised that you have received this e-mail in error and that any use, dissemination, forwarding, printing, or copying of this e-mail is strictly prohibited.

If you have received this communication in error, please return it to the sender immediately and delete the original message and any copy of it from your computer system. If you have any questions concerning this message, please contact the sender. Disclaimer R001.0

Kadence Hampton

From: Pat Mulqueeney <pat.mulqueeney@epchamber.org>
Sent: Monday, June 08, 2015 1:02 PM
To: swlrt
Subject: Latest SWLRT budget numbers

I am writing to request the latest projections on costs for the project and specifically the breakdown of cost savings being discussed. Can I have those e-mailed to me?

If you have any questions, please feel free to call me at 952-944-2830.

Thank you for your help.

Pat MulQueeney, IOM
President
Eden Prairie Chamber of Commerce
(952) 944-2830

Get involved with the Chamber! Go to epchamber.org for program and event details – we want to see you at one of our 120+ programs and events this year!



FOLLOW THE EDEN PRAIRIE CHAMBER ON SOCIAL MEDIA!



Lebold, BillieJo

From: Richard Adair <adair001@umn.edu>
Sent: Wednesday, June 10, 2015 4:32 PM
To: swlrt
Subject: Penn Av station

1) Could residents of Bryn Mawr use the Van White station instead of Penn?

I timed the walk from downtown Bryn Mawr (Cuppa Java) to the location of both stations, walking along the route of the proposed new bridge connecting Bryn Mawr Meadows with Van White: 8 minutes to Penn and 14 minutes to Van White. The walk to Van White was mostly in a large park that is not well lit at night; the eastern portion is adjacent to a wooded area with homeless camps. I can't imagine doing this after dark.

Conclusion: few walkers from Bryn Mawr would use the Van White station.

2) The industrial land south of I-394 and north of the bluff leading down to the Penn Av station is a perfect location for a "transit village", with great views of downtown.

Since ridership and development density are major goals, I think it's important to keep the Penn Avenue station.

Richard Adair
 Bryn Mawr

Lebold, BillieJo

From: Jim Herbert <JHerbert@barr.com>
Sent: Wednesday, June 10, 2015 6:00 PM
To: swlrt
Cc: 'Laura Jester' (laura.jester@keystonewaters.com); Karen Chandler
Subject: SWLRT SDEIS comment period extended to July 21

On behalf of the Bassett Creek Watershed Management Commission (BCWMC), thank you for the opportunity to comment on the SWLRT SDEIS. The BCWMC is in the process of preparing its updated Watershed Management Plan (Plan) that should be adopted by September 2015. The BCWMC staff has met with SWLRT Project staff regarding the Penn Avenue Station and the segment of the SWLRT project located in the Bassett Creek Watershed. During our meeting we discussed the new policies and development requirements in the Plan and understand the project will be constructed in accordance to the policies of the updated Bassett Creek Watershed Management Plan. Please contact us regarding any questions.

Jim Herbert, PE
Barr Engineering Co.
Engineers for the BCWMC

Jim Herbert, PE

Vice President
Senior Civil Engineer
Minneapolis office: 952.832.2784
cell: 612.834.1060
jherbert@barr.com
www.barr.com

resourceful. naturally.



Kadence Hampton

From: Roger Clarke <rclarkelaw@gmail.com>
Sent: Wednesday, June 17, 2015 10:42 PM
To: swlrt
Subject: Penn Ave Station on SWLRT

Dear Madam and Sir:

We want the Metropolitan Council to select Penn Ave Station at I394 as a transit site on the SWLRT. I have used the bus and bike to travel downtown and back for 35+ year, 20 years of which were made from my Bryn Mawr home at 424 Sheridan Ave. S and the remainder from North Minneapolis. Statistically, there have been fewer people over age 65 living in Bryn Mawr. With fewer transit options, our older citizens must move to more transit accessible residences. If the Penn BRT connected the Penn Station with the Bottineau LRT, then Bryn Mawr Residents would be further connected to retail and services north and west of Minneapolis. Moreover, transit dependent riders from the North side could seek jobs and services south and west of Minneapolis via the Penn Ave. Station. The Penn Ave station increases transit possibilities for elderly and disadvantaged peoples. If fewer park and ride ramps would be built, then we could afford the Penn Ave Station. Those who drive to park and ride ramps already have one mode of transportation. Building the Penn Ave Station for persons who are transit dependent increases the equity of the transit system. The Penn Ave Station should be chosen.

Roger Clarke
rclarkelaw@gmail.com
612-232-7605

Kadence Hampton

From: Karen Lee Rosar <karen.rosar@comcast.net>
Sent: Thursday, June 18, 2015 9:39 AM
To: swlrt
Subject: Comments on the Supplemental Draft EIS

Greetings

I support the Supplemental Draft EIS. There are many of us, including myself, that depend on public transit and the planned metropolitan build out of the LRT and BRT networks for our entire transportation needs. Please proceed without any further delay! The need is now.

Thank you,

Karen Lee Rosar

111 4th Ave N #103
Mpls., MN 55401
612-220-5390
karen.rosar@comcast.net

Kadence Hampton

From: Matthew Pawlowski <matthew_pawlowski@yahoo.com>
Sent: Friday, June 19, 2015 7:41 PM
To: swlrt
Subject: opposition to SW Metro Rail

SW Metro Rail Transit,

I would like to voice my strong opposition to the SWLRT. The project is over 2 billion dollars and keeps rising. The Twin Cities metro plain and simple does not have the population and or population density to justify these dollars being spent. Buses and bus lanes are still the most effective dollars spent in our metro area.

Thank you,
Matthew Pawlowski
952-221-0819

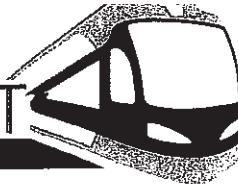
Comment Card

HP-01

Comment #32

SOUTHWEST

Green Line LRT Extension



Date 6-16-15

Comment: I have no comment on Environmental
study. Just how the Southwest LRT
will be built. Thankyou.
David Hester

I am covering the SWLRT story, including the “Minnesota Media Establishment’s” role as de facto participants

I’m happy to report that on June 16th, **Finance and Commerce** became the first “Establishment” Minnesota media organization to report on the Legislatures action – their article had this headline (finance-commerce.com):

Legislature takes back \$30M for Southwest LRT

This is progress, but the story needs to be widely reported – Minnesotans have a right to know about this.

My web site, www.bobagain.com, has extensive reporting on this story – I invite you to visit it, and don’t hesitate to call or e-mail me. On youtube, my bobagain channel also has several videos.

My own digging shows about \$90 million has been spent on SWLRT so far (way above the \$59 million widely reported). But the real issue is freezing spending on this project. Counties are set to spend \$67.3 million MORE – this year – unless we put the brakes on. Visit my web site for details.



better transit bobagain.com



The State cancelled \$30 million of SWLRT funding – even a shortened current alignment cannot be built

As a registered lobbyist for “We the People” (an informal association), I promoted an agreement that is in the 2015 “Lights On” Transportation bill. About \$30 million of the \$37 million 2013 SWLRT appropriation was unspent, and was cancelled. That money was “repurposed” for Metro Council and Metro Transit operating costs.

Without that \$30 million the total State SWLRT appropriation is now about \$15 million. When I asked House Speaker Kurt Dauter at the Special Session if the House might make money available for SWLRT in 2016, he said “no”. The SDEIS says (section 5.2) “... remaining funding is assumed to come from... the State (10 percent)...” The Metro Council’s plan assumes \$1.65 billion will be available. But with \$150 million of State money gone, the money available drops by \$300 million (\$150 million in Federal \$’s is also gone). With \$1.35 billion now available, the current alignment is dead.

better transit bobagain.com

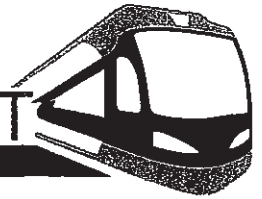
bobagain

Comment Card

From:
Nancy Arieta

Comment #34

SOUTHWEST
Green Line LRT Extension



Date 6/17/15

Comment: I am against Light rail in Eden Prairie

~~may~~ I know a person
who chose not to live in a condo bldg
because light ^{rail} ~~rail~~ ^{is} ~~was~~ right next to
bldg.

See other side

vibration, noise, Traffic Tie ups

accidents, tear ups is permanent on roads
cities

appreciate all your Tax payer paid jobs.

Is no different from streetcars.

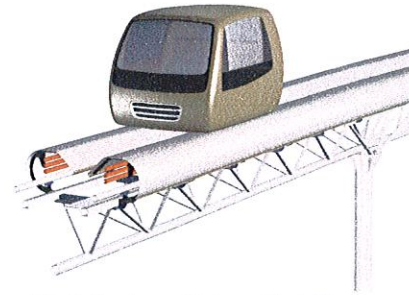
Because Fed \$ are available does that
force us to take it?

Our city does well with our
wonderful bus SW Transit.

progress is not always bringing
progress.

PRT Minnesota, Inc.

11330 86th Ave N • Maple Grove MN 55369
612-247-6685 • jlampe@prt-mn.com



21st Century Urban Mobility

June 17, 2015

COPY

Nancy Tyra-Lukens, Mayor
City of Eden Prairie
8080 Mitchell Rd
Eden Prairie, MN 55344

Dear Mayor,

This letter is addressed to you in your capacity as a member of the Southwest LRT Corridor Management Committee. Recent mandated cuts in the cost of the SW line have caught my attention, and last month I began to study the options. I have seen your written comments submitted to the Corridor Management Committee on June 3 and I am very sympathetic to the concerns and problems you raised. I am committed to solving them.

On Sunday June 7 I took a vehicle tour of Eden Prairie to examine the potential for a low cost "range extender system" if SW LRT terminates at the Golden Triangle station, which I am making the case for. Bear with me . . .

A little background -- I am a transit enthusiast. When I lived in Washington DC my mobility was primarily walking and the DC Metro. Daily transit trip share in the Twin Cities is only 3% of the 12 million daily trips by all modes. We can do better. My personal goal for the Twin Cities is 20% transit trip share by 2040.

The more I investigate the SW LRT budget cuts the more interesting it gets. I appreciate that the Corridor Management Committee currently opposes ending the line at Golden Triangle. According to the June 3 staff presentation to the Committee, the cost savings of ending it there would be \$52 to \$59 million more than the cost reduction goal of \$341 million. Additionally, other proposed cost reductions in the LRT line would be unnecessary, thereby gaining allies in the affected cities.

The savings would pay for more than half of a Personal Rapid Transit range extender system beyond the Golden Triangle. Because there would be 12 additional stations over a large area, LRT ridership would increase well beyond the original estimates. This increased ridership will improve the SW project's Cost Effectiveness Index with the FTA. To achieve high ridership, transit station walk distances should be no more than 1/4 mile. PRT stations are close together, resulting in very short walk distances.

PRT Minnesota can build a 10.7 mile Personal Rapid Transit range extender and local circulator system for about \$10 million per connectivity mile. A conceptual map of such a system is enclosed. I have provided an earlier version of it to Randy Newton in the Public Works Department for staff to discuss.

Enclosed is a short presentation on PRT made last week to the Brooklyn Park Rotary. A collection of PRT videos is at <http://www.prtconsulting.com/prtvendorvideos.html> A video animation is at <http://www.gettherefast.org/bettercampus.html> A pro and con overview is at http://en.wikipedia.org/wiki/Personal_rapid_transit All of these items are on the enclosed DVD.

PRT technology has advanced dramatically in recent years, in great measure because of lessons learned from the deployment of four systems in other countries during the past five years. We have designed a world-class 4th generation PRT technology. Our technology is beyond the research phase, and significant engineering development has been completed. About \$20 million is needed to bring the system to manufacturing and deployment readiness. Engineering innovations from our California-based control system provider and from Ingmar Andreasson in Sweden allow peak traffic period throughput of 14,400 persons per hour, using paired 3-person vehicles at 1.5 sec headways. Ingmar's presentation at the Podcar City 8 conference is available at https://www.youtube.com/watch?v=RI_2YgS9JXg and is on the enclosed DVD. A paper copy of Ingmar's PowerPoint presentation is enclosed.

The partnership of PRT Minnesota and Transit Control Solutions (TCS) has designed a PRT system with 60 MPH speeds and one second intervals between vehicles. Trip times and wait times for the PRT system will be much shorter than trips on current transit systems. Urban travel by PRT will be time and cost competitive with travel by automobile.

The TCS vehicle control system is the world's most advanced Communications Based Train Control, based on their Dynamic Block Control (DBC) technology. The TCS founder, Eugene Nishinaga, has a patent for the DBC technology, with ten more to follow. He had 37 years of employment in the transit industry, most of it with BART, followed by eight years of R&D on PRT and train control technology.

Our physical design and control technology is driving down the cost and vastly increasing the performance of PRT relative to recent systems built in other countries by Ultra, Vectus, 2GetThere and ModuTram. A major reason for skepticism of PRT by public transit agencies is that the Morgantown WV PRT and the newer PRT systems are relatively low speed and low capacity. There are no PRT designs in the US or elsewhere with the advanced functionality that the PRT Minnesota design has. Our guideway and vehicle concepts were greatly influenced by a world famous roller coaster designer.

PRT has been trapped in a loop for decades:

- The customer (such as Eden Prairie) needs a product
- The product development needs an investor (about \$20 million)
- The investor needs a customer

But we are getting close to breaking out of this loop, and Eden Prairie may be part of the solution. The city has the most ideal structure for PRT that we have found in the USA.

Historically PRT has been rejected because of its perceived low speeds and low capacity and the lack of real-world deployments. Our control, vehicle and guideway technologies solve the speed, capacity and cost issues. PRT is a proven technology, with five automated systems now operating in five countries. Driverless automated vehicles are rapidly joining

the transportation world. Rivium in the Netherlands even has a driverless automated bus system, called Park Shuttle, in operation since 2008:

<http://www.advancedtransit.org/advanced-transit/applications/rivium/>

Self-driving vehicles require control technology at least 10X more complex than PRT control, but it is being done and therefore PRT control can be done.

The low capital and operating costs of PRT, coupled with very high capacity and short trip times, means that public agencies can build PRT systems for a fraction of the cost of current transit, while achieving high ridership and reaching deep into low density suburban areas. Fare box revenues can pay the construction or operating costs. Federal government money is not needed.

Because of slow and inconvenient service compared to automobiles, transit in the US carries only 1 to 2 percent of all urban daily trips. Only six US cities have transit trip share above four percent. In our metro area daily trip share is 3%. To have a large share of daily trips, transit has to "go everywhere all the time, with automobile competitive travel time." Buses have large networks, but trip times are too long and rail has too few destinations as well as long trip times.

Transit mode share is determined by walk time, wait time, ride time, transfer time, fare, number of origins and destinations, plus other criteria like health status, age, weather and "can you afford to own and operate a car?" Total trip time is the most important factor. Current transit technology is not automobile competitive, so few people use it unless they absolutely have to. Because current transit is not a workable travel mode for most people, they drive cars. But traffic congestion continues to increase. The number of vehicle miles traveled each year increases much faster than lane miles of roads. Buses can't attract riders and there is not enough money and land to build sufficient roads and urban rail systems.

High performance PRT is the only urban travel mode that can overcome these limitations and problems. It can be built and operated at low cost relative to other modes, and can provide high capacity, large numbers of origin destination pairs and short trip times, thereby attracting riders. It is time to demonstrate these characteristics in an environment where it is complementing rather than competing with rail transit.

The decision process on SW LRT is moving rapidly and I would like to meet with you to discuss a path forward to building a world-class transit system for Eden Prairie that will complement the SW Corridor project.

Sincerely yours.

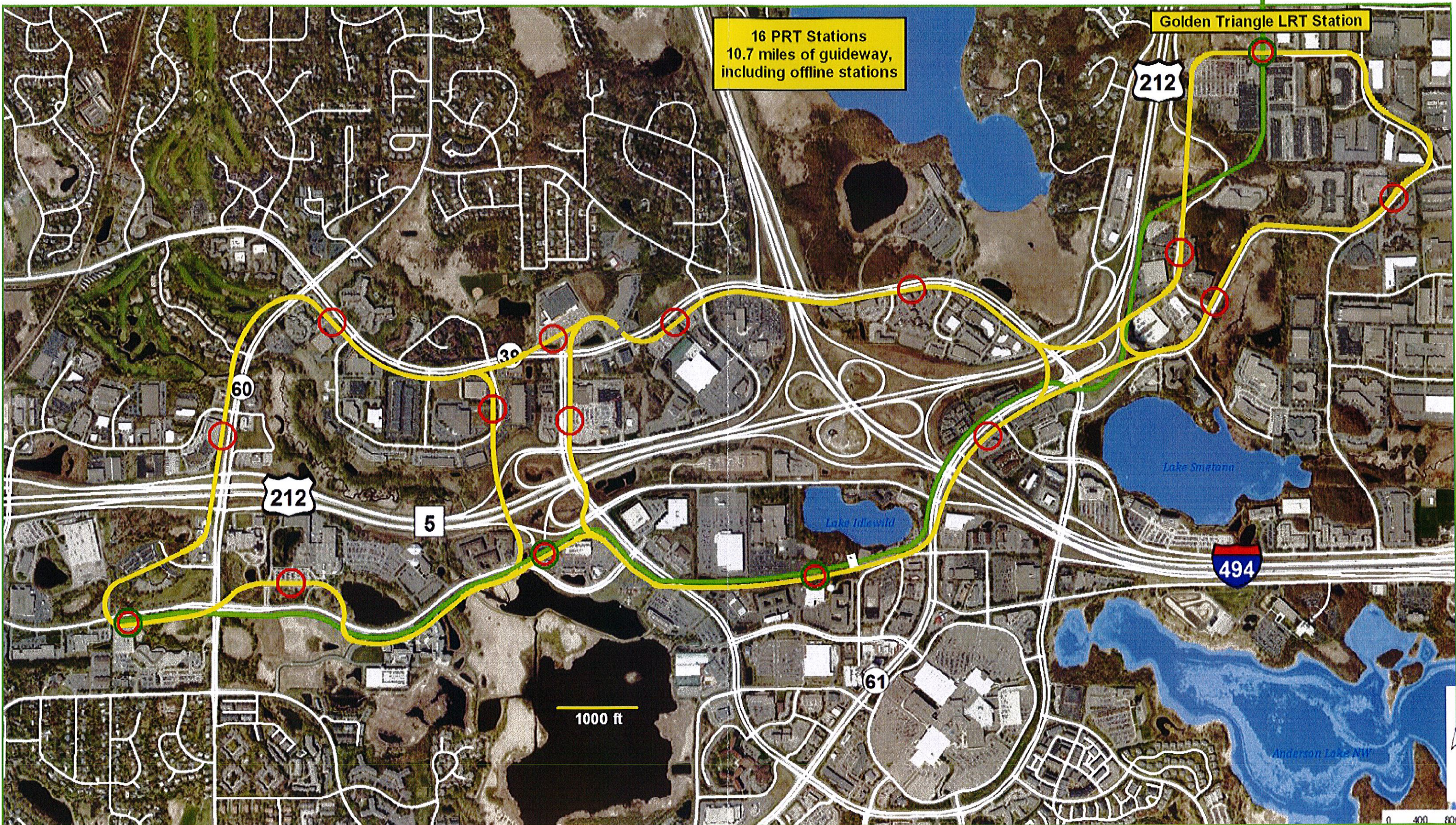
A handwritten signature in blue ink that reads "Joseph Lampe". The signature is fluid and cursive, with the first name "Joseph" and last name "Lampe" clearly legible.

Joseph Lampe, President
PRT Minnesota, Inc.

cc: City Council
Corridor Management Committee

Range Extender for SW LRT

3.6 LRT route miles 9.6 PRT route miles



Appendix

PRT Simplifies Transit Planning, Construction and Operations:

- No vibration or acoustic noise emission.
- No buried cable ducts -- communication links are in the guideway.
- No at-grade street crossings.
- No pilings or retaining walls
- No overhead power catenary.
- No large and expensive traction transformer-rectifier substations.
- No ongoing track and switch maintenance
- No replacement of poorly compacted soils
- No relocation or abandonment of freight rail.
- No “capital maintenance” funding requests to Legislature
- Minimal utility relocations (at Heathrow there were zero).
- Simple 13.8KV 3-phase power feed to 480V transformers.
- Almost no land acquisition required (need only 50-year easements).
- Trivial wetlands impacts and mitigation, thus greatly simplified and less expensive EIS.
- Most of the system can be installed on existing public right-of-way.
- 3-berth stations can have a footprint as small as 19 ft x 38 ft (4 parking stalls)
- Each additional loading berth adds about 9 ft to the length.
- Rapid construction and installation.
- Much smaller OMF building and yards.
- Greatly reduced OMF staffing requirements.
- Extreme flexibility and simplicity of system layout and station locations.
- Near immunity to severe winter weather conditions.
- Complete automation means lower operating costs.
- Curve radii as small as 75 ft.
- Vehicles can climb 10% grade.
- etc.
- etc.
- etc.

A few of the many PRT resources on the Internet:

<http://www.ilsr.org/really-light-rail/>

StarTribune article by David Morris - Institute for Local Self Reliance

<http://gettherefast.org/bettercampus.html> (click on the video icon)

<http://youtube.com/watch?v=1B7hgipb11BK8>

collection of 20 ULTra videos - PRT at Heathrow

<http://www.advancedtransit.org/advanced-transit/applications/rivium/>

driverless automated bus system in the Netherlands

http://www.en.wikipedia.org/wiki/Personal_rapid_transit

pro and con overview (somewhat out-of-date)

<http://hbswk.edu/item/6333.html>

commentary from Harvard Business School

http://faculty.washington.edu/jbs/itrans/planetizen_article.htm

http://faculty.washington.edu/jbs/itrans/big/Goran_shortfalls.pdf

https://www.youtube.com/watch?v=RI_2YgS9JXg

Ingmar Andreasson - PRT as mass transit

<http://www.prtconsulting.com/content.html>

PRT resource site

<http://www.prtconsulting.com/prtvendorvideos.html>

assorted videos of driverless transit systems

<http://faculty.washington.edu/jbs/itrans/burke.htm>

Innovation and Public Policy: The Case of Personal Rapid Transit - book

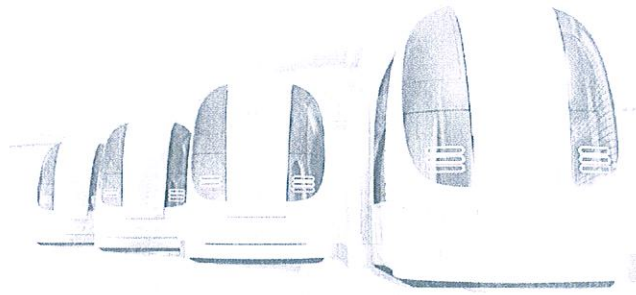
<http://www.open-spaces.com/article-v3n2-bundy.php>

analysis of transit by a Seattle environmentalist

<http://www.containerstory.com>

how the standardized container industry revolutionized shipping
(history lesson on technological innovation)

PERSONAL RAPID TRANSIT (PRT)



Urban Mobility for the 21st Century

June 16, 2015

"The Americans have need of the telephone, but we do not. We have plenty of messenger boys."
- Sir William Preece, Chief Engineer, British Post Office, 1878



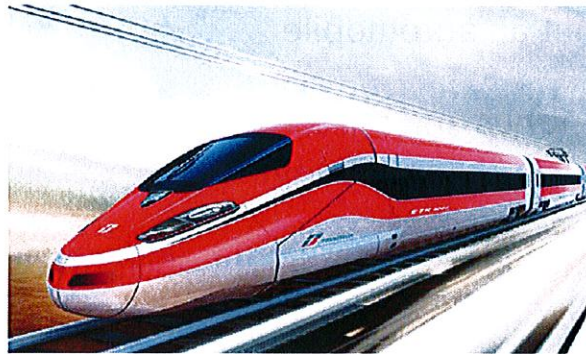
"The idea that cavalry will be replaced by these iron coaches is absurd. It is little short of treasonous."
- Comment of Aide-de-camp to Field Marshal Haig, at tank demonstration, 1916



"How, sir, would you make a ship sail against the wind and currents by lighting a bonfire under her deck? I pray you, excuse me, I have not the time to listen to such nonsense." - Napoleon Bonaparte, when told of Robert Fulton's steamboat, 1800s



"No one will pay good money to get from Berlin to Potsdam in one hour when he can ride his horse there in one day for free." - King William I of Prussia, on trains, 1864



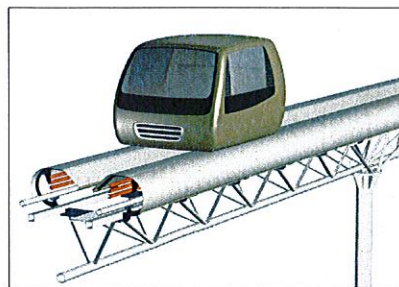
The Problem

- Increasing traffic congestion & travel delays
- Vehicle Miles Traveled increase much faster than Lane Miles Built
- Taxpayers oppose fuel taxes to build more roads
- Current transit is unworkable for most urban trips
- Only six US cities are above 4% transit trip share
- Most US cities are at 1-2% transit trip share

More Problems

- Increasing need for urban mobility without an automobile
- Current bus and rail technology can't improve urban mobility
- 60-year backlog of federal transit funding requests

The Solution is Personal Rapid Transit (*ULtra-Light Rail*)



Morgantown, WV - 1975

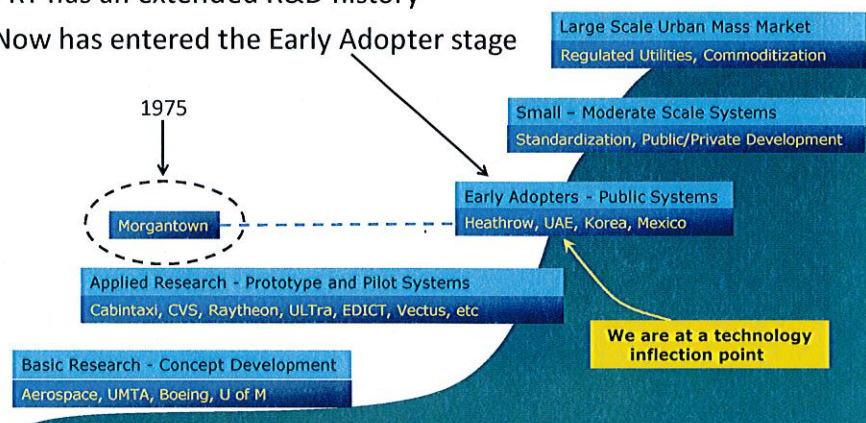
8.7 mile system
20 passenger vehicles
Cost \$130 million

Still operating in 2015
No accidents in 40 years



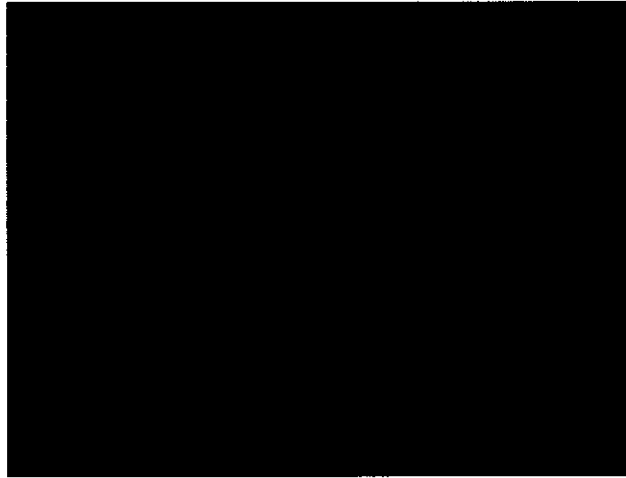
PRT Technology Maturation

PRT has an extended R&D history
Now has entered the Early Adopter stage

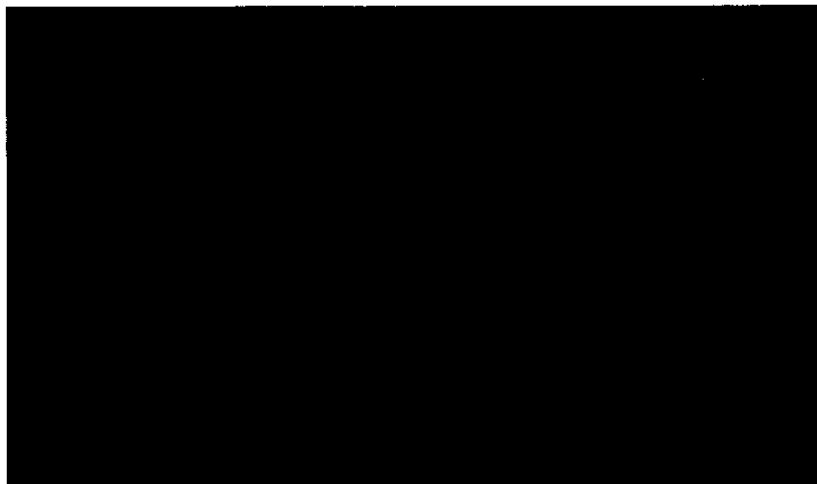


Booz | Allen | Hamilton

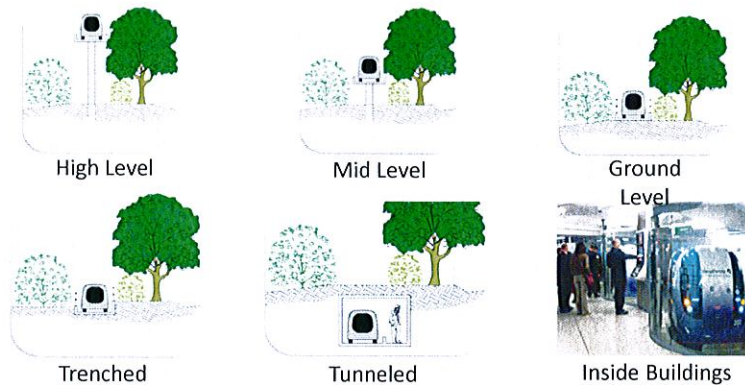
PRT for the Microsoft Campus
(*extending the range of rail transit*)



Recent Automated Transit
(*no sound track*)



PRT Urban Integration



Can be attached to sides of buildings and bridges

Why So Few Transit Riders?

- Rail and buses have long trip times
- Rail has very few stations
- Rail is very expensive and intrusive, so large networks cannot be built
- Transit is inconvenient for most urban trips
 - *walk time, wait time, trip time, transfers, weather*

Why PRT Has High Ridership

- Many stations, closely spaced
- Short trip times, travel up to 60 MPH
- The high capacity of rail transit
- Private, safe, secure and seated ride
- On-demand service, no waiting at stations
- Trips are direct to destination, no stops or transfers
- All weather, available 24x7, handicapped accessible
- Efficiently serves lower population density areas

Cost/Benefit Analysis

- PRT has Low Capital Costs:
about 10% of LRT per connectivity mile
- PRT has Low Operating Costs:
50% of LRT and bus transit
- The PRT MN design has High Capacity
and Short Trip Times
- Life-Cycle Cost per passenger mile is low

Benefits to Communities

- Flexible, non-intrusive design
- Simple route planning and urban integration
- Network and corridor layouts are feasible
- Energy efficient – equivalent to 80 MPG auto
- Able to climb and descend 10% grades
- No need for Federal transit funding
- Reduced transit operating subsidies

Benefits to Transit Agencies and Government

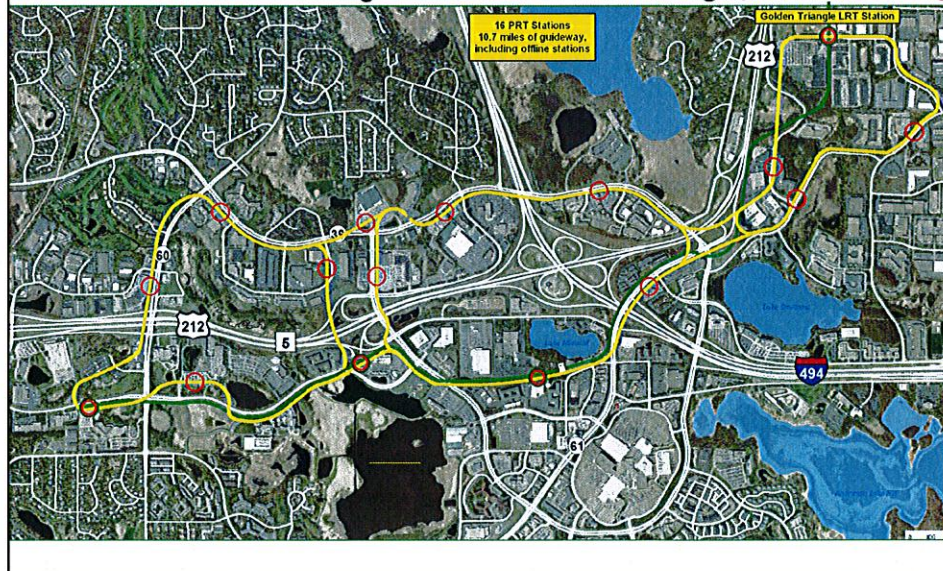
- Increased transit accessibility and use
- Reduced need for road expansion
- Low construction costs
- Low operating costs
- No need for federal funding to build systems

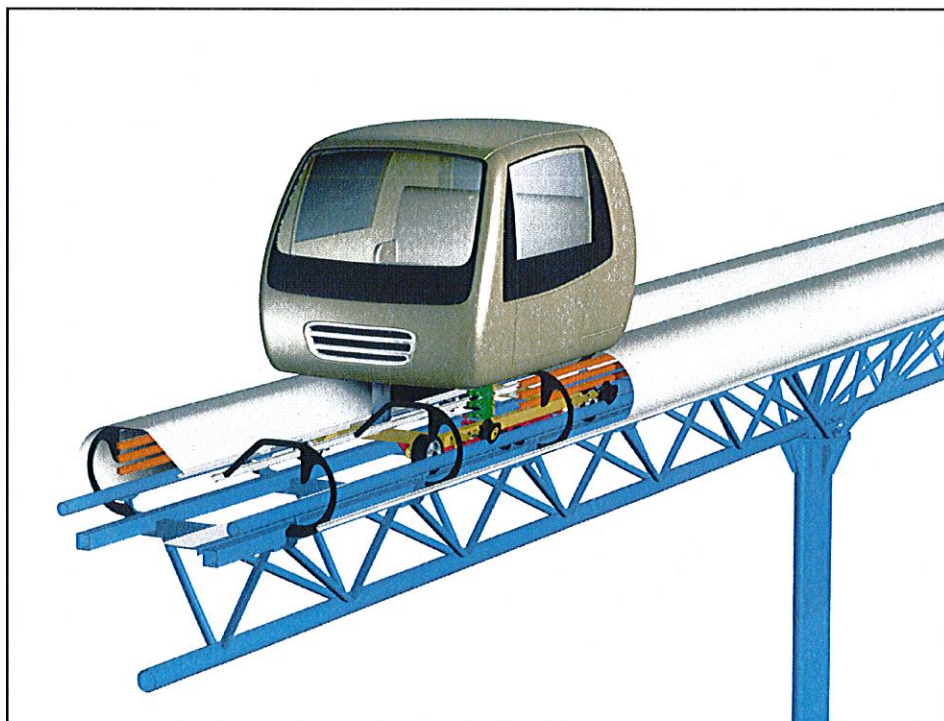
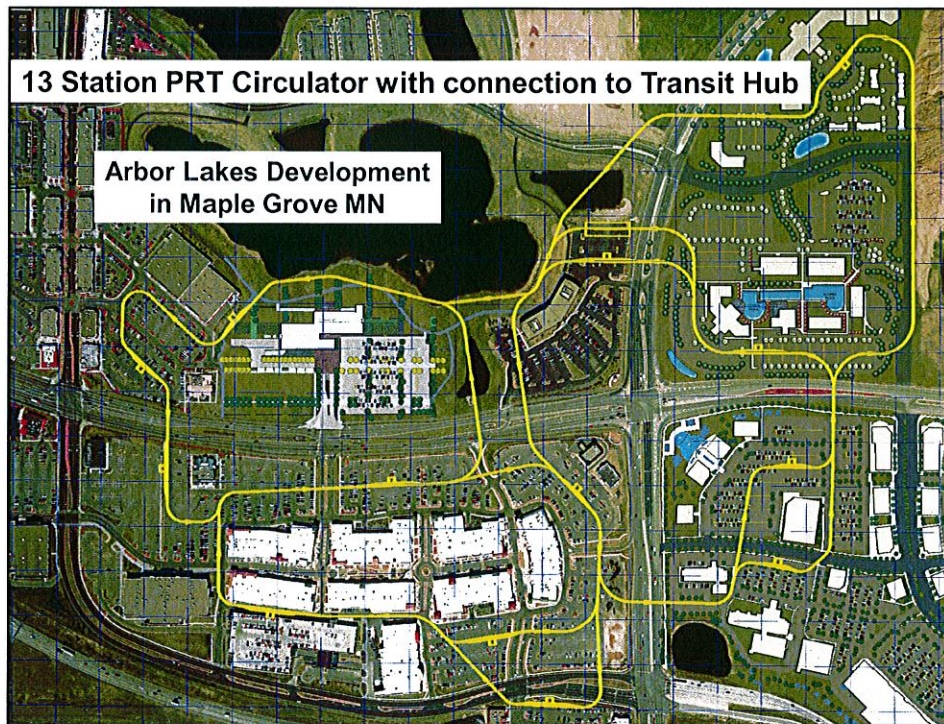
Data from Minneapolis/St. Paul

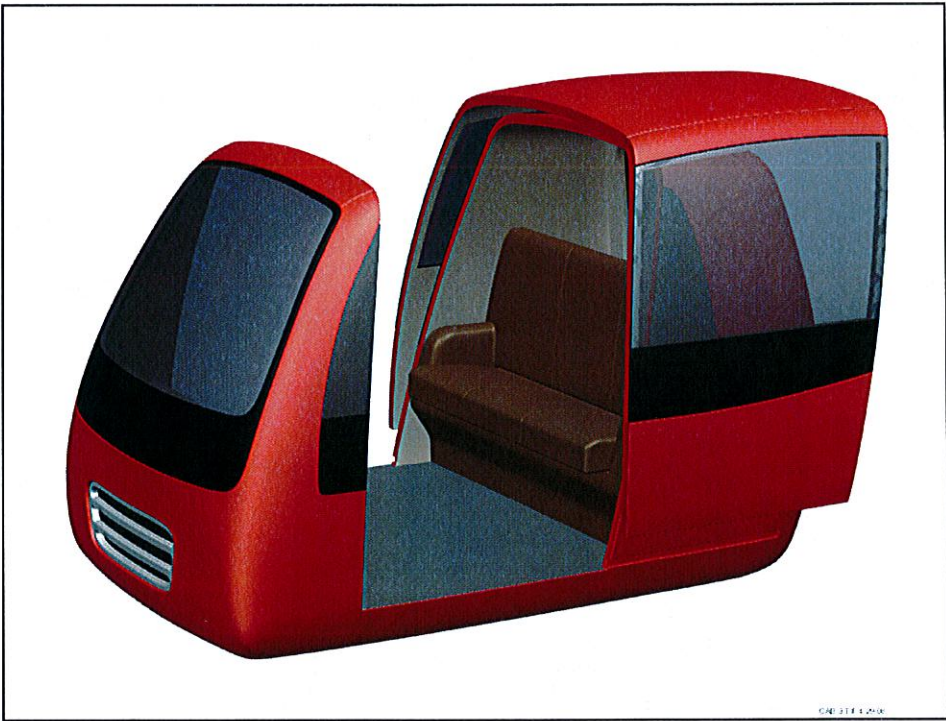
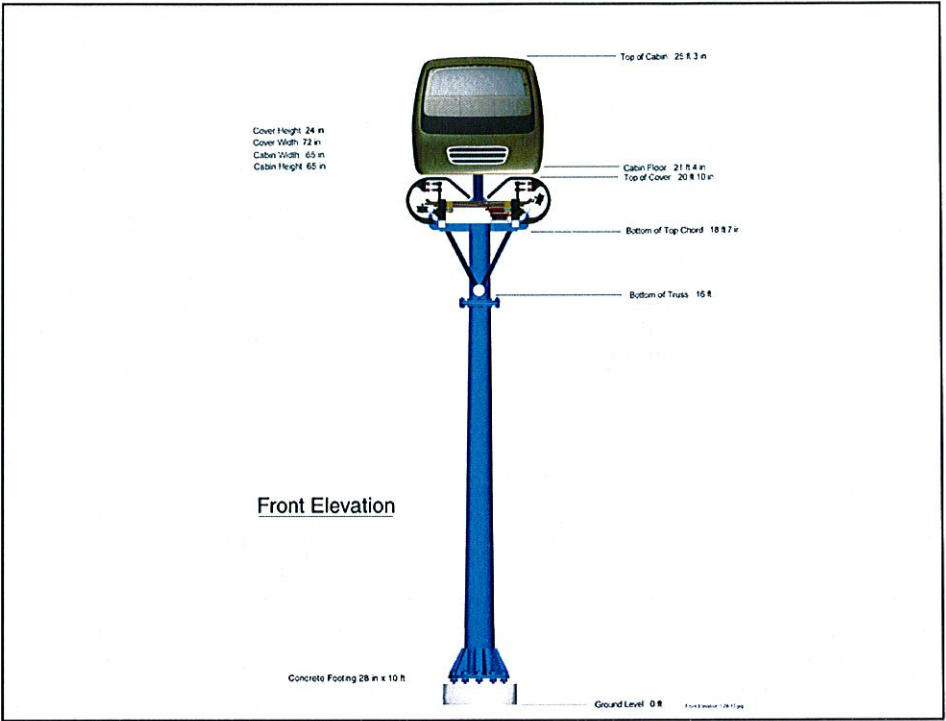
- Five LRT lines will cost \$6 billion, but in 2030 they will provide only 1.3% of all daily trips
- In 2030 buses will provide only 3% of all daily trips in Minneapolis/St. Paul
- 100% of public transit capital costs and 70% of operating costs are financed by taxes

PRT for Eden Prairie

Range Extender for SW LRT





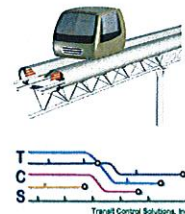


Target Markets and Customers

- Public transit agencies ultimately will be the largest purchasers
- 250 US cities that cannot afford to build conventional rail transit
- Collector/distributor for rail stations
- Corporate campuses
- Amusement parks
- Shopping districts
- **Global market is 10 X larger than US market**

Contact Information

- Joseph Lampe, President
PRT Minnesota, Inc.
612-247-6685
jlampe@prt-mn.com
- Thomas Hokr
PRT Minnesota, Inc.
612-840-0790
thokr@mhscos.com



From personal to mass transit

Prof. em. Ingmar Andreasson

ingmar@logistikcentrum.se

40 years in transportation

- Transit network planning - VIPS
- Taxi fleet management - Taxi80
- Multi-discipline PRT research - Chalmers
- Road traffic research – KTH
- 5 PRT patents
- VP, Advanced Transit Association

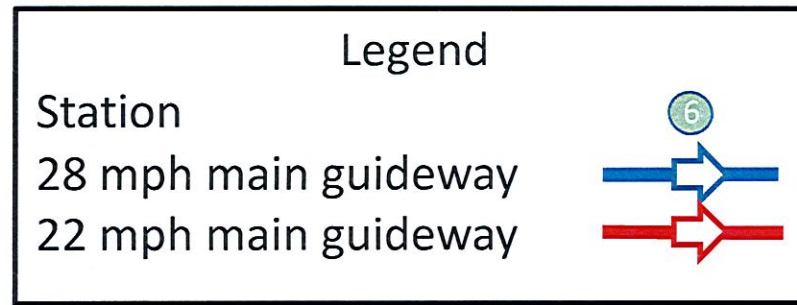
Storyline

- A challenging podcar application
- Five strategies to cope with large demand
- => Mass transit with podcars

The challenge

- Dense urban area in California
- Very large employers
- Severe highway congestion
- Promote non-car modes
- Transfers from Train and LRT
- Connecting buildings (horizontal elevator)

Contract with PRTConsulting





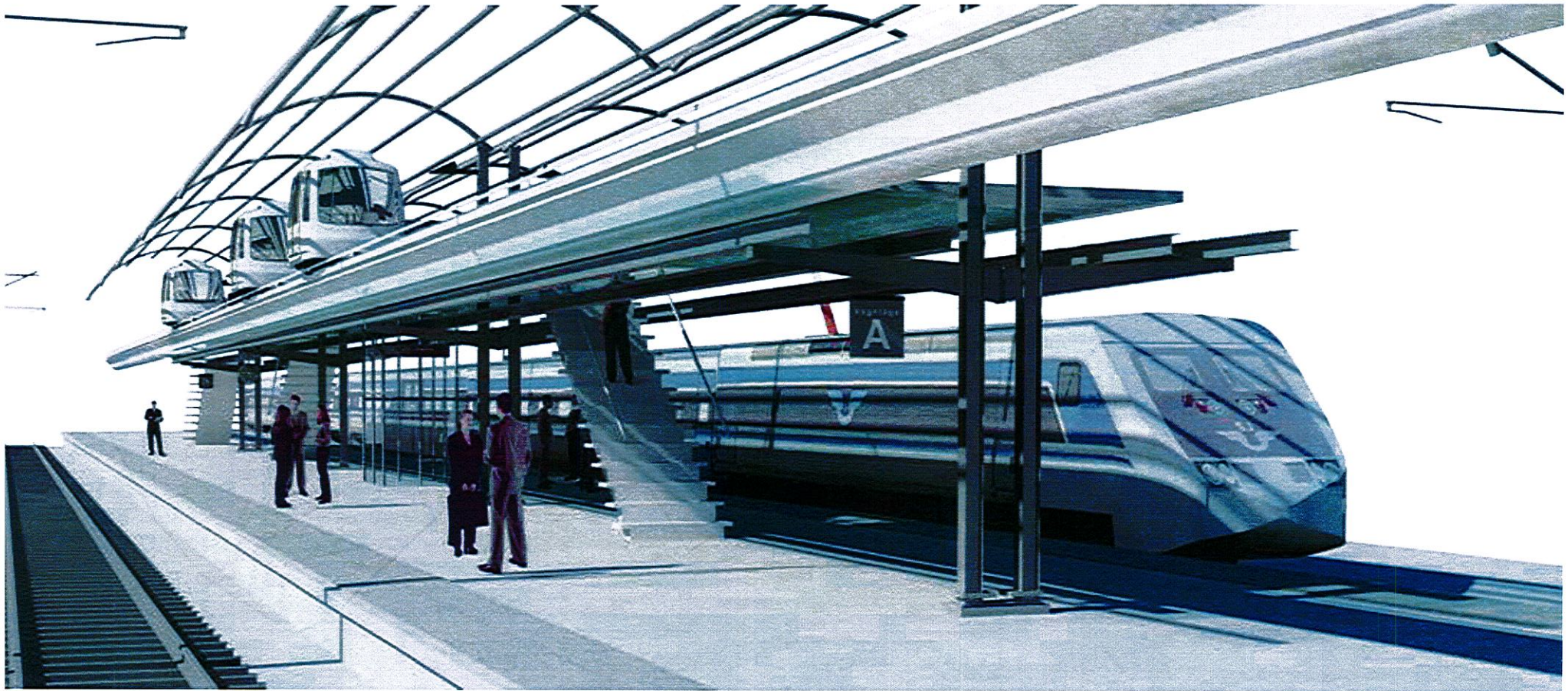
Our tentative design

- 50 stations
- 48 kms main guideway (6 % double)
- 4 bi-level intersections out of 54
- Speeds 36 and 45 kph
- Headway 3 secs (as certified)
- 900 vehicles with 6-seats

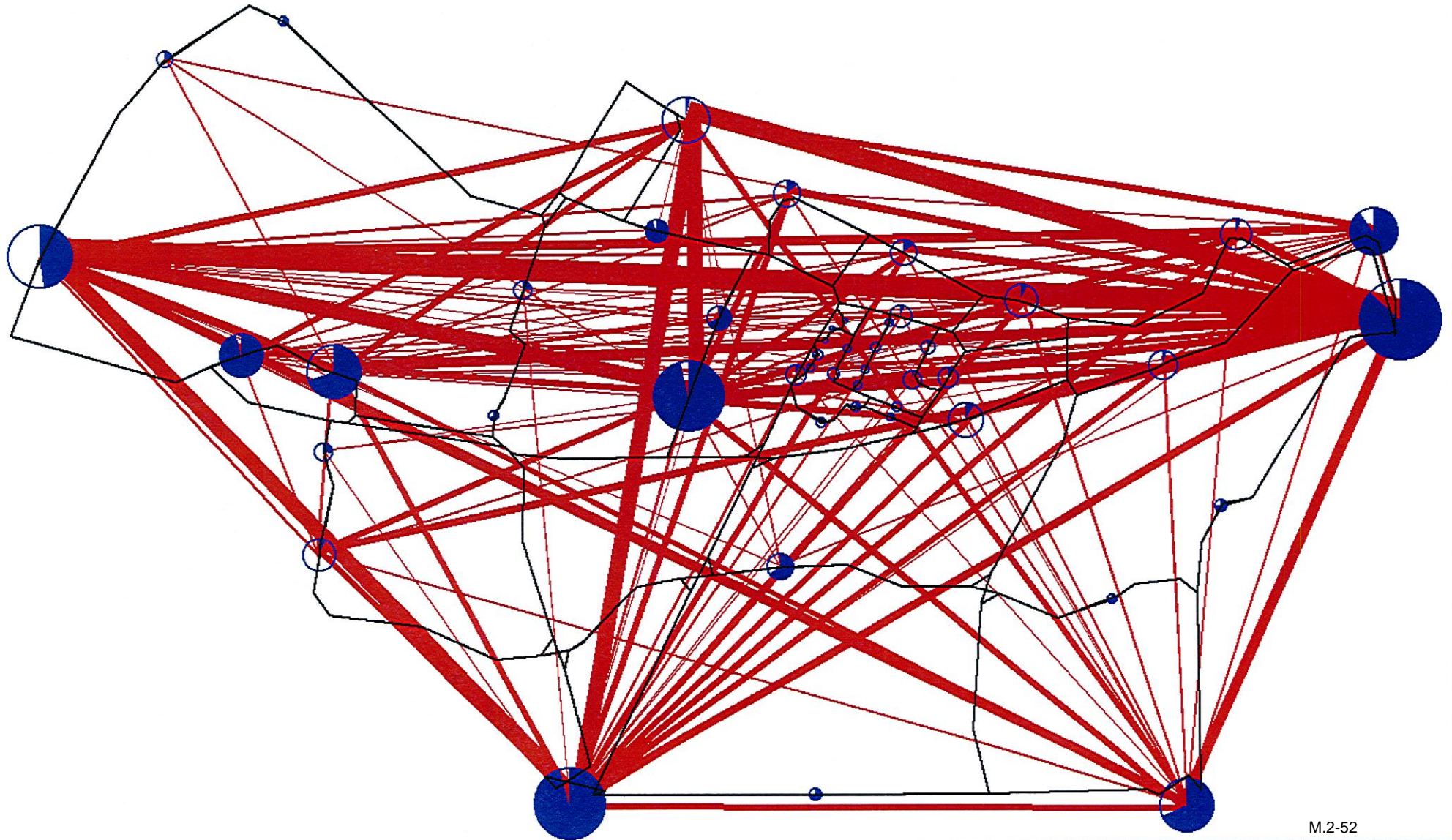
Morning peak hour demand

- 13 000 passengers
- 30 % of trips from 3 transfer stations
- 400 passengers from one train
- Many dispersed destinations

Train / PRT station



Morning peak demand 13 000 / h



Personal Rapid Transit

- Average 1.5 passengers per vehicle
- Can carry 4 800 passengers
- 24 mins waiting

Ride-matching at departure

- System knows requested destinations
- First passenger determines destination
- Destination sign over vehicle
- System assigns vehicle when enough load (5 of 6)
- ...or after max holding (1 min)

Ride-sharing morning

- In relations with >1 party per minute
- 7 % of relations have 60 % of all trips
- 48 % of passengers matched
- Average load 3.9 passengers
- 11 400 passengers carried
- 11 minutes waiting

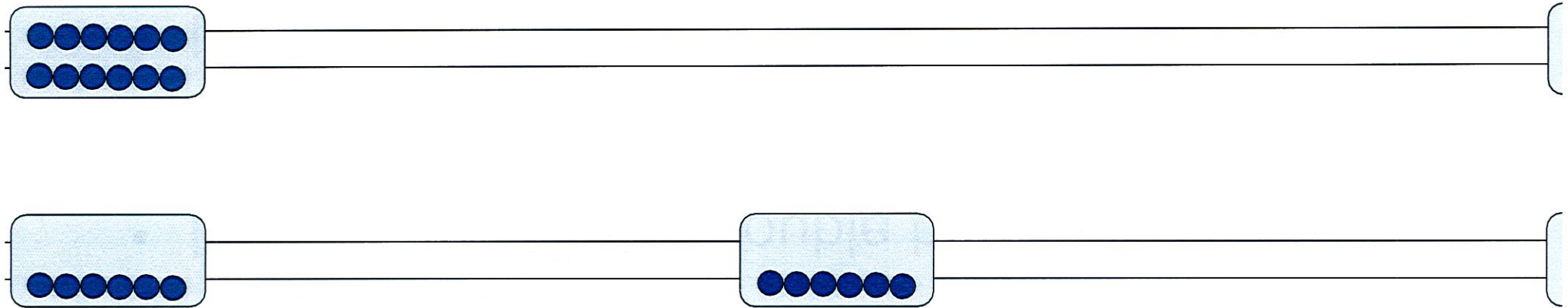
Evening peak most challenging

- Many small origins
- Less opportunities for matching
- 43 % of passengers matched (48)
- 10 800 passengers carried (11 400)

Standing passengers?

- Vehicle for 6 seated + 6 standing
- Limited braking => double headway
- Same capacity
- Longer station ramps

Same capacity without standees



Coupled vehicles

- Coupled in station
- Decouple in switches to different destinations
- Safe distance between couples
- 2 x line capacity at departure
- Average 1.5 en route

Vehicle pair can safely split apart

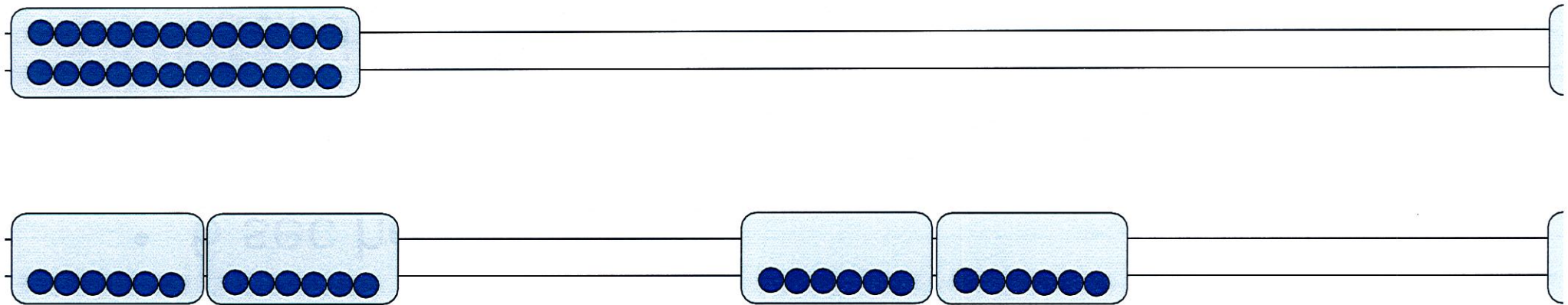


- Can serve different destinations
- More load with two destinations
- Each vehicle goes non-stop

Larger vehicle?

- 24 passengers including standees
- 6 sec headway
- Couple 2 x 6 seated has same capacity
- ...and can split up en route

Coupled vehicles better than big



- Can serve 4 destinations

Electronic or mechanical coupling



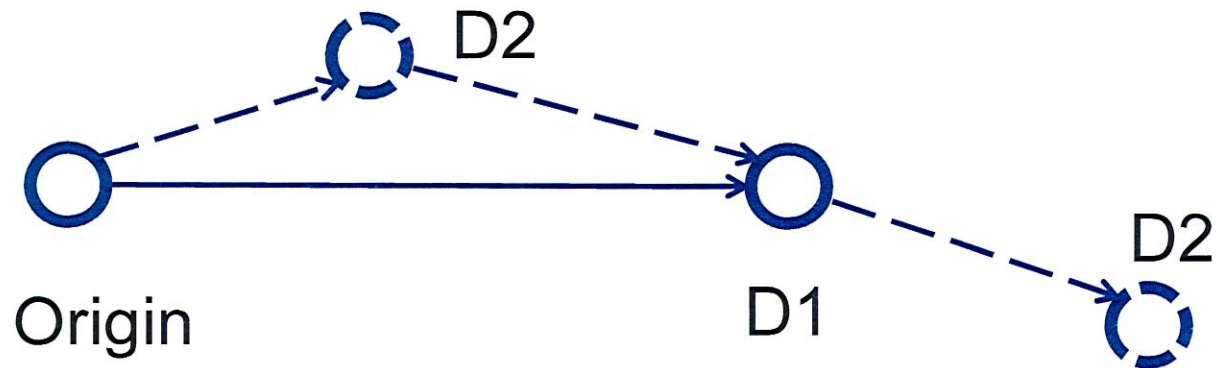
Ride-sharing plus coupling

- 13 200 passengers carried evening (10 800)
- 5 mins waiting (11)
- Better – but still too much waiting

Sharing to 2 destinations

- 26 % of departures for 2 destinations
- 58 % of passengers matched (48)
- 13 300 passengers carried
- 3.5 mins waiting (5)

Second destination before or after



- Detours within 20 %

Allow boarding to same destination

- When stopped to drop off
- Waiting passengers to same destination
- Destination sign over vehicle
- No reason not to allow boarding

Ride-sharing patterns



Same O & same D



Two destinations

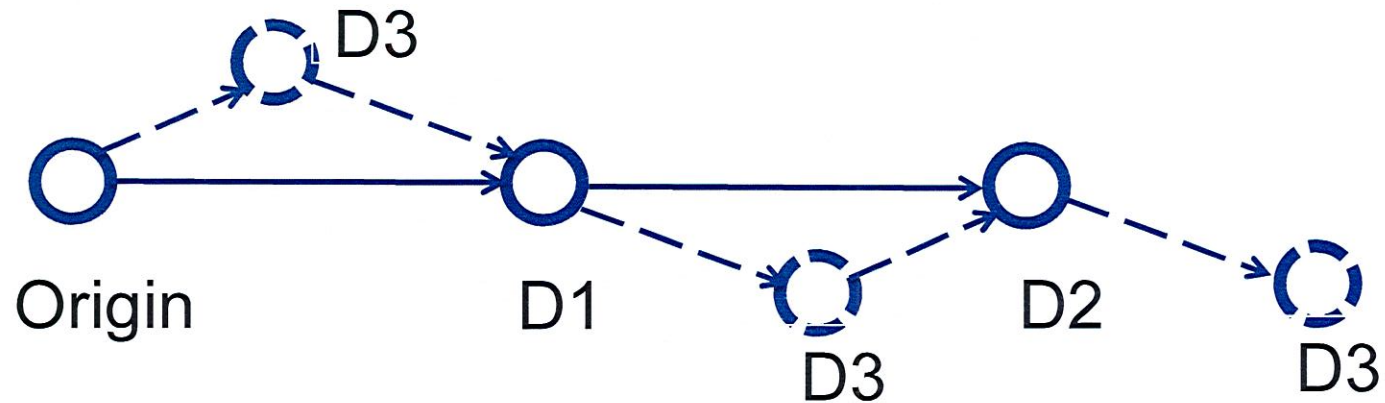


Allow boarding

Sharing to 3 destinations

- 59 % of passengers matched
- 1.2 destinations average
- 13 400 passengers carried
- 3.3 mins waiting (3.5)

Adding a third destination

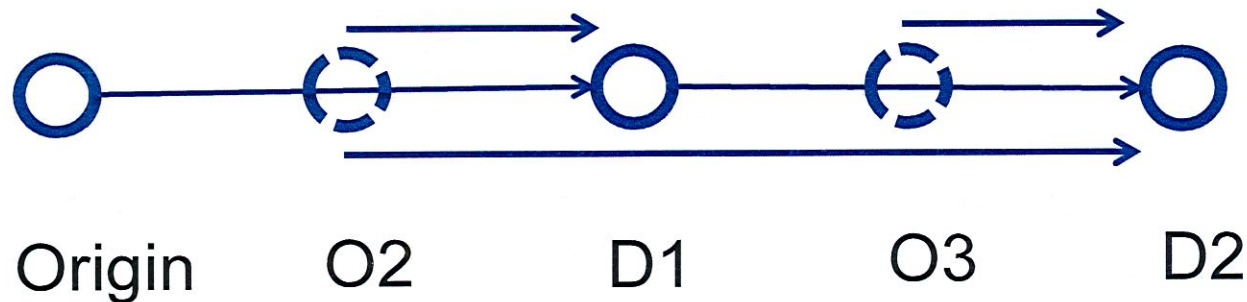


- Before, between or after

Matching many-to-few

- Evening demands more difficult to match
- Multiple pick-ups to common destination (transfer)
- First passengers determine destinations and route
- Stopping en route to pick up for same destinations

Stop en route to pick up



- Route fixed to one or two destinations
- Check waiting passengers en route
- Pick up for same destinations
- No passenger makes more than two extra stops

Stop to pick up

- Picking up 2 000 passengers out of 13 400
- 0.3 intermediate stops per passenger
- 4.5 passengers per vehicle (3.9)
- All vehicles full (6) on max link
- 2.9 mins wait (3.1)
- +10 % ride time

Ride-sharing patterns



Same origin & destin



Two destinations

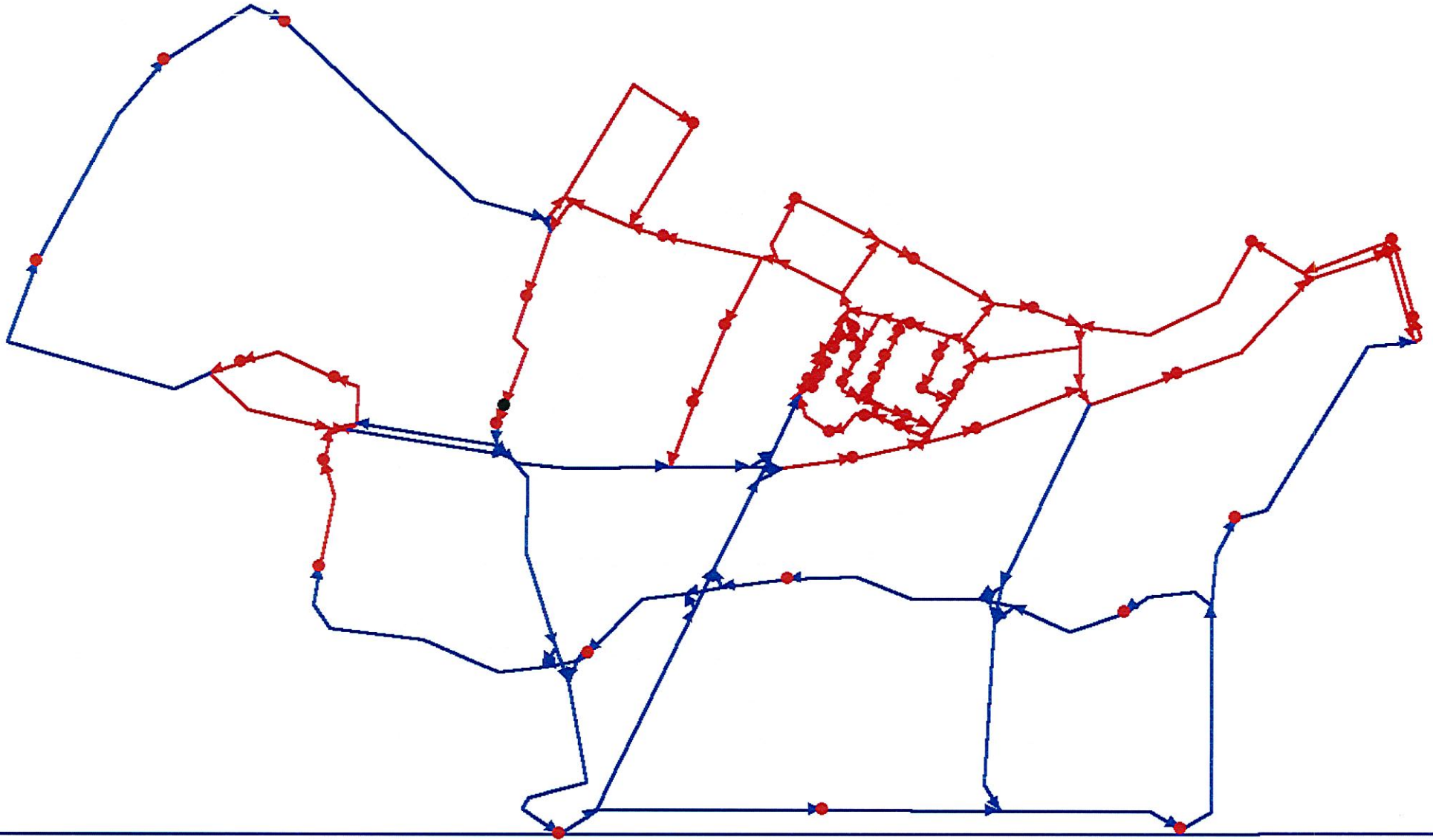


Allow boarding










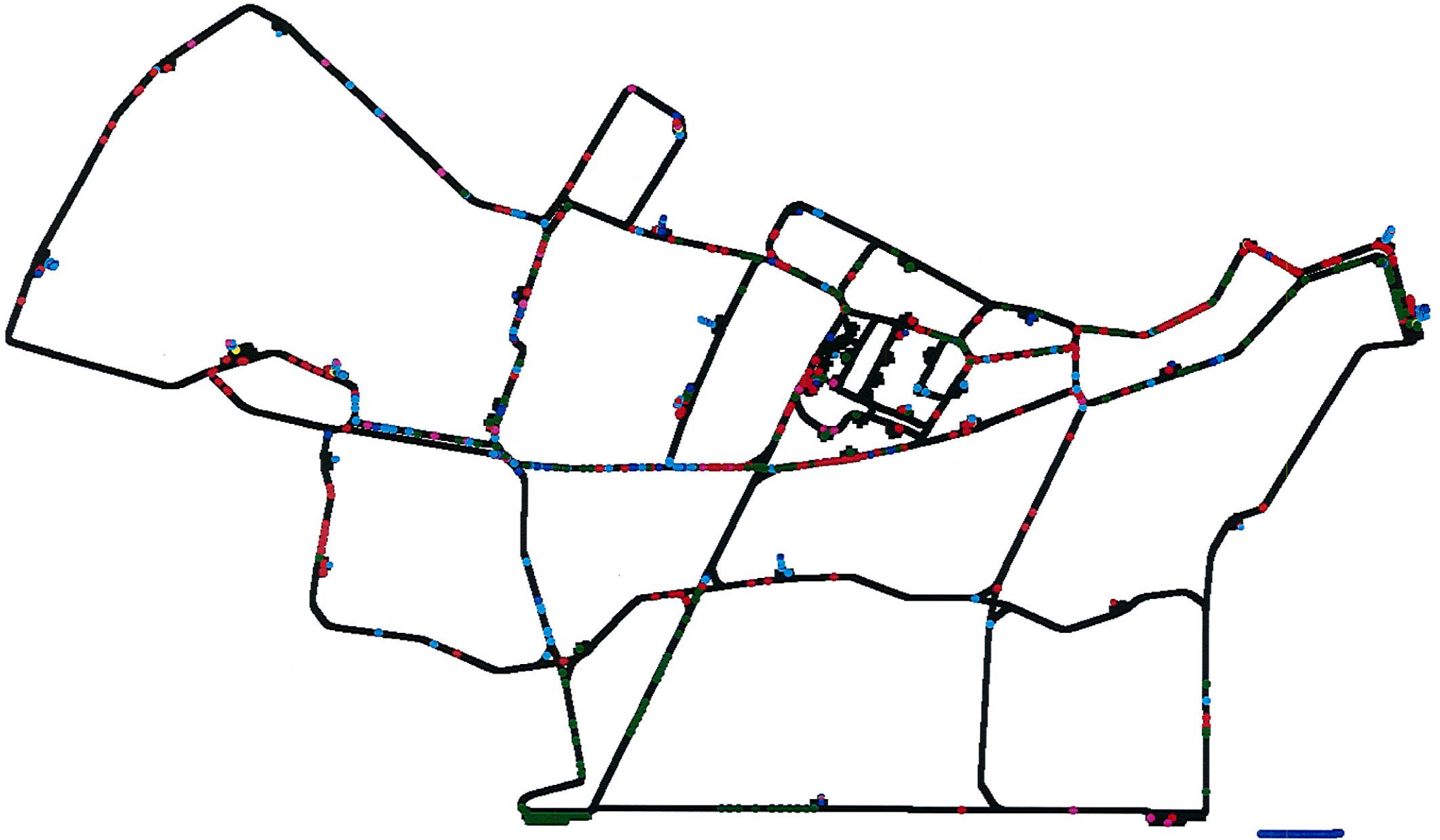
Stop to pick en route

Network high/**low** speed + train

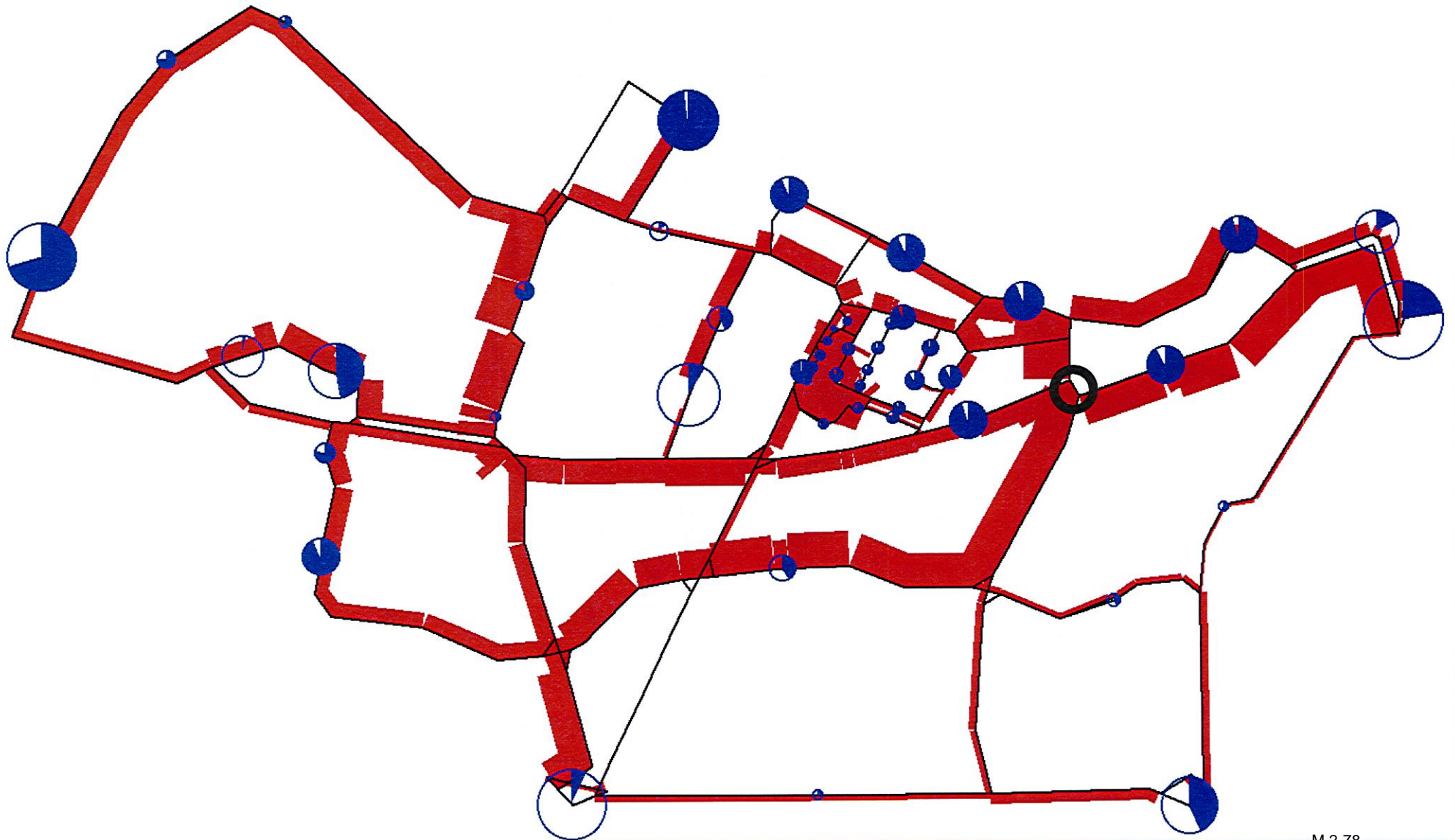


Animation 10 x real speed

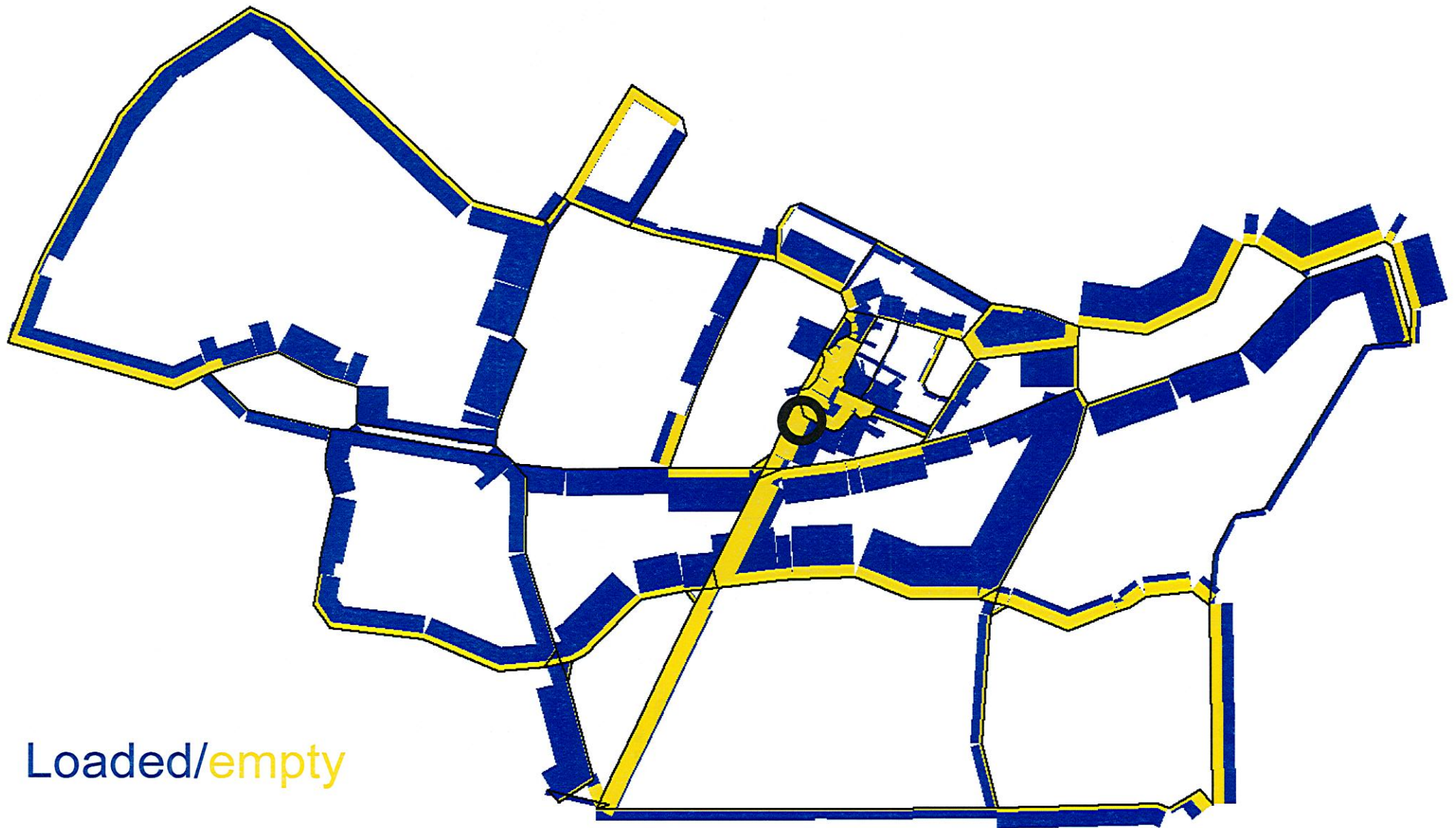
-  Empty vehicle
-  1 passenger
-  2
-  3
-  4 or more
-  Load/unload
-  Couple



13 400 trips evening peak (6 000 link)

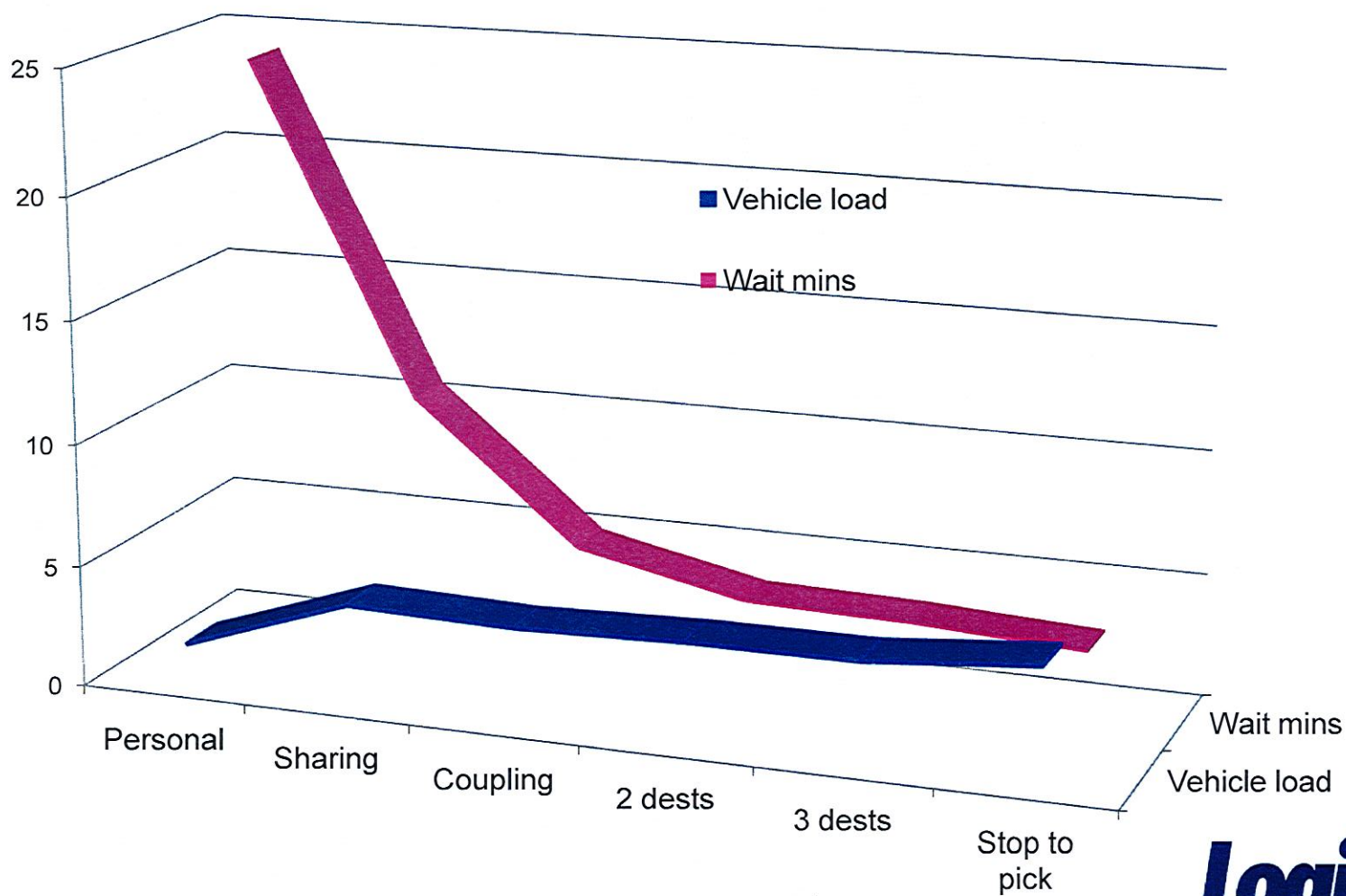


910 vehicles (1800 vph on link)



Loaded/empty

Less waiting with more ride-sharing



All strategies combined

- Up to 1 800 vph on link (average coupling 1.5)
- Up to 6 passengers per vehicle
- Up to 6 000 pph on link, 13 400 in network
- 85 % of vehicles running with passengers
- 8 % running empty
- 7 % in stations

APM for same capacity

- Stopping on-line => double travel time
- Can only serve 30 out of 50 stations
- Minimum headway 90 secs (40 deps/h)
- To achieve link flow 6 000 pphpd
- Needs to load $6000 / 40 = 150$ passengers

APM or LRT



$200 \text{ pass} / 90 \text{ sec} * 75 \% \text{ load} = 6\,000 \text{ pph corridor}$

PRT



$6+6 \text{ pass} / 3 \text{ sec} = 14\,400 \text{ pph (all paired \& full)}$

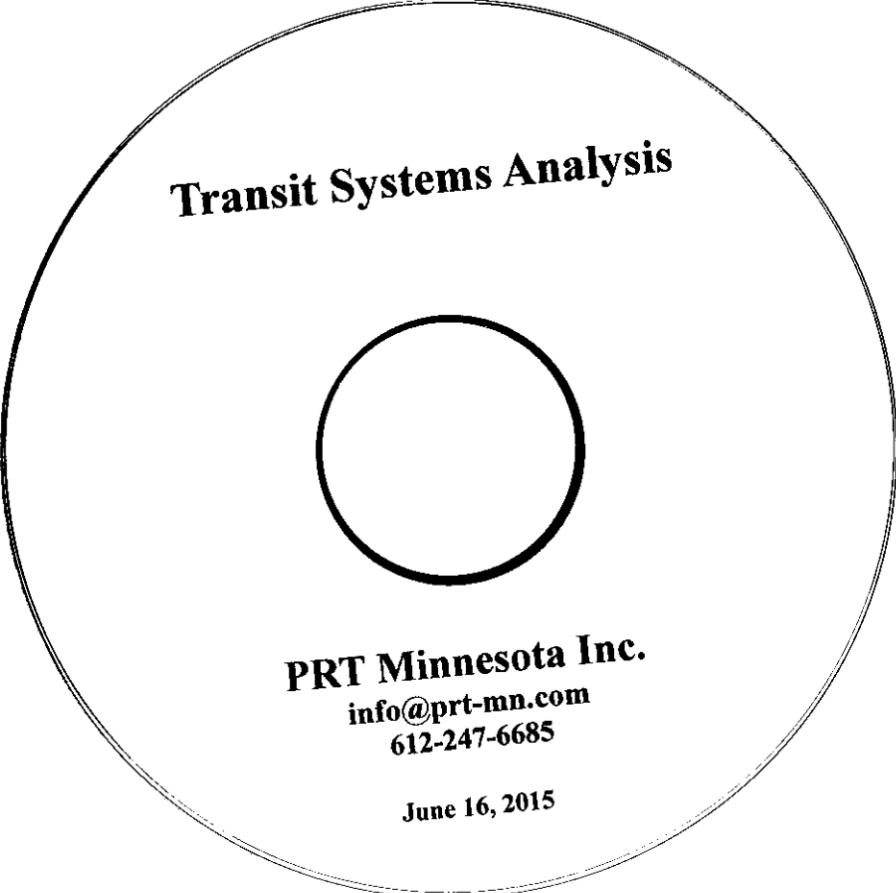
Case 6 000 on link, 13 400 in network

Conclusions

- Apply ride-sharing and pick-ups during peaks
- On demand, almost non-stop (0.3 extra stops)
- Slightly longer trips (+10 %)
- Can handle mass transit flow
 - 6 000 pph on link, 13 000 in network
- Not always Personal, but very Efficient
- Mass Rapid Transit, but faster & cheaper

PRT Minnesota Inc
11330 86th Ave N
Maple Grove MN 55369

SDEIS ~~Submission~~ submission



Transit Systems Analysis

PRT Minnesota Inc.
info@prt-mn.com
612-247-6685

June 16, 2015

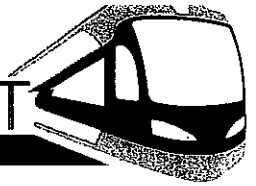
Comment Card

MP-01

Comment #36

SOUTHWEST

Green Line LRT Extension



Date 6/18/15

Comment: one last Piece -

I moved to Minneapolis 30 months ago. A SWLRT planning
Meeting was my first Civic meeting. I was So excited
to be asked about planning. Sigh. Nave

This "process" has been such a ~~s~~ disappointment.
I Have lost any ^{& all} trust in Met Council. Lies upon
Lies upon Lies. EP Riders / Equity train - all gone -

Need I say more - but there is more.

Be Honest about what you are doing. you are
Not saving the environment. You are not getting
people to jobs. Be honest about what you are
doing & who is paying you what to do it.

That's called transparency in government.

Met council may make me vote Republican - Sigh. —

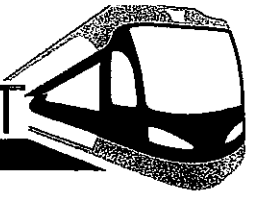
Comment Card

MP-02

Comment #37

SOUTHWEST

Green Line LRT Extension



Date June 18, 2015

Comment: The freight crossing at 21st Street (by
planned 21st St. Station) is currently a quiet zone.
Since trains will be stopping there this should
remain as a quiet zone (no bells & whistles). This
is currently a quiet area that is directly next to a
public park. The SDEIS suggest this will have a
severe noise impact - this needs to be mitigated.

Finally co-location of freight rail & light rail raises
many safety concerns to nearby residents when
one considers the hazardous materials carried by
freight rail. This needs to be addressed and is
not considered by the SDEIS.

Mike Farrar / Marrow Collins

2515 W. 21st St.

Comment Card



Date

6/18/15

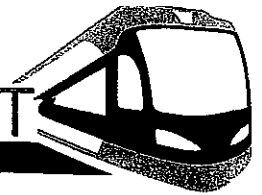
Comment:

Keep our lakes safe & clean.
 We never agreed to co-location in
 the neighborhoods directly near SWLRT and
 we now need transparency and honesty around the
 "Right to Know". We need to know much more
 about safety and plans for construction not
 mentioned in the study. We're already dealt with
 bait and switch on many levels for this train, please
 reconsider. The costs are huge on every level. RETHINK.
 - Cars don't come off highway soon enough w/ SWLRT
 - STUDY IS MISLEADING & deficient & Not Credible
 - We need Pean Station!
 - This area near the lakes is EVERYONE'S
 BACK
 YARD

Get people there safely, with safety for
 the lakes, bicyclists, pedestrians, animals,
 as well. That's real equity.

Oh, wait. We already have that. IMPROVE it.

MAKE IT WORK FOR LESS MONEY, MAKE IT BETTER.



Date

6/18/15

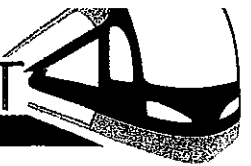
Comment:

① How deep is contamination of Kenilworth segment? Old RR ^{yard} ~~field~~ of much contamination what is plan & cost to mitigate so ground water ~~is~~ safe.

② How will costs be covered? Since they neither blue or green lines generate enough revenue to cover 30% of expense.

③ Maintenance costs will be increased if you short change the costs to build. This ~~was not~~ is occurring with ~~the~~ current line in St. Paul Now! Corners are too sharp & wearing out wheels too quickly.

④ Met Council made mistake 25 years ago by not bldg bridge over Hawthorne Ave. Why do we citizens now have to pay for this mistake with this project which will not work. ~~is not~~



Date 6/18/15

Comment: Where to start? I have filled out a number of these cards to ~~none~~ No end. Last year, you railroaded concerns w/ the "equity train" which was a clear lie at the time, & even more now. We were told that Eden Prairie people would use it - now, they ^{want} take the bus. EP people now prefer the bus. North Minneapolis people now are going to take the bus to Target Field. Who is riding this train?

If N. Mpls riders go to Target Field, why wouldn't Franklin Ave riders do the same? And once at Target Field, why not take the Eden Prairie Bus? It's Faster & Actually Does to the Mall - where the Jobs Are? Seriously - why are you building this? It makes no sense financially or environmentally - even w/ additional costs & Environmental impacts. —

One more time - PLEASE - Someone - Stop This -
No riders = No need. The numbers do not add up!

Beyond that the plan is ABSURD! Inches from a grain elevator, inches from people's homes, piles will be driven 65ft + a 50ft deep tunnel built. WHAT! Any engineer who believes that will not cause significant issues, should be fired. Would you do the same next to your homes? - Would you? And who will be responsible for that sector

Most Important - The Lakes. 50ft deep tunnel next to Cedar Lake, below the water table? And then through the existing rail track pollution? This will destroy the Lakes. Who will be responsible for the destruction of the Lakes? Who wants that as a legacy? That is the legacy for you all - Build a train no one rides & destroy the Lakes & People's Homes. Unbelievable. Stop This. ^{M.2-91}

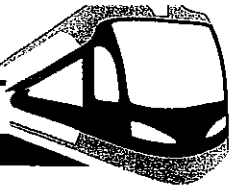
Comment Card

MP-06

Comment #41

SOUTHWEST

Green Line LRT Extension



Date

6/18/15

Comment:

1. Please return to the Drawing board
this route was way down on the list - 29th?

Please look at the other routes — ones that
will be safe, healthier, economically beneficial,
equitable; racially + class beneficial.

THIS ROUTE is BAD. explore ^{Hwy} 100,
West End, North/Northeast, Brownie Lake

2. Soil, groundwater, water will be
prohibitively expensive to abate.

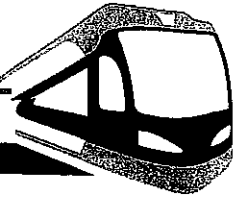
Comment Card

MP-07

Comment #42

SOUTHWEST

Green Line LRT Extension



Date June 18, 2015

Comment: No alternatives (other routes) in
SOEIS. The original ~~AE~~ LPA was
with no colocations so it seems a serious
alternatives analysis should also have
been generated. The only option is to either move
the freight or open the scoping process looking at
REAL alternatives

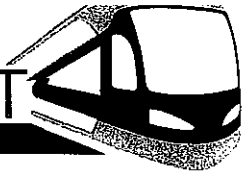
Comment Card

MP-08

Comment #43

SOUTHWEST

Green Line LRT Extension



Date June 8, 13

Comment: Liability - who carries it in case of
catastrophic loss in case of derailment associated
with colocation. TC & W only carries liability
on its train infrastructure and rolling
stock but what happens if there is a derailment
that causes catastrophic loss of life and property

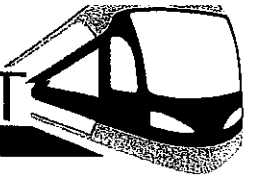
Comment Card

MP-09

Comment #44

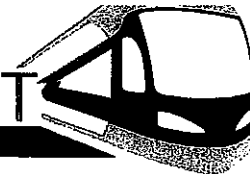
SOUTHWEST

Green Line LRT Extension



Date June 18, 2015

Comment: There is no substance to ~~the~~ freight
safety in the SOEIS, including running the train
along a construction pit where freight carries
hazardous cargo including ethanol, propane, fertilizers,
anhydrous ammonia + fuel oil. No crash walls will exist
during construction. At a minimum ALL hazmat should
be moved out of the corridor at least during construction.



Date June 18, 2015

Comment: The ^{original} project assumed freight would be gone
So SOEIS needs to base all ~~other~~ topic areas
(noise, visual impacts, safety, ...) from the
base perspective of no freight since freight
will be now change from temporary status
to permanent status.

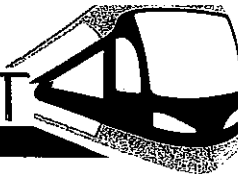
Comment Card

MP-11

Comment #46

SOUTHWEST

Green Line LRT Extension



Date July 18, 2015

Comment: No access for fire safety equipment
during construction. No fire safety plan or
public evacuation plan through Kendworth

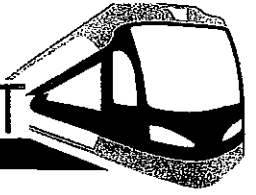
Comment Card

MP-12

Comment #47

SOUTHWEST

Green Line LRT Extension



Date _____

Comment: _____

*Henri County's
Boping report original did not take
into account freight.*

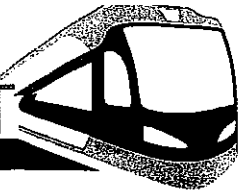
Comment Card

MP-13

Comment #48

SOUTHWEST

Green Line LRT Extension



Date June 18, 15

Comment: TC+W is a Class III RR whose infrastructure
is currently poor. There are rotted ties, missing railroad
spike, grade crossing pot holes, places where bridges do not
appear to be structurally sound. Colocation of LRT w/
RR seems unwise. Infrastructure ^{of maintenance} is not necessarily the
sexy project. and long term ^{improvement of} infrastructure continues
to not be maintained. Reassess the colocation of LRT + freight
Get rid of the freight as promised

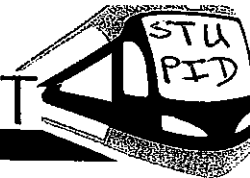
Comment Card

MP-14

Comment #49

SOUTHWEST

Green Line LRT Extension



Date 6/18/15

FOLLY

Comment: Once again the Met Council has failed
To address the real issues around the SWLRT
- it is in the wrong place - going where there are
no riders - and will never be any riders.
Minneapolis is in danger of becoming a
laughing stock for this \$2B folly.
You still aren't listening - only pretending to.

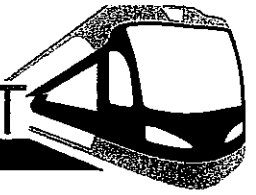
Comment Card

MP-15

Comment #50

SOUTHWEST

Green Line LRT Extension



Date

June 18, 2015

Comment:

Terribly worried about current ~~plans~~ ^{plans?}

1. Desecration of Greenway
 - a. water table impact when damaged
 - b. noise from construction & trains
 - c. vibrations from construction & trains
 - d. crowds & cars with no parking for those who take train
2. Damage to property & property value
3. Safety hazard of oil ^{petroleum} freight cars

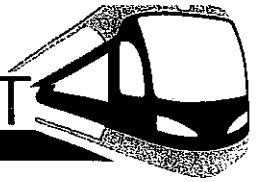
Comment Card

MP-16

Comment #51

SOUTHWEST

Green Line LRT Extension



Date 6/18/15 I am a resident of Calhoun Isles

Comment: I have great concerns and fears for the safety of
residents, visitors and the structures in the Kendal section -
The risks to the area from possible accidents seems too great
to not review the proposed route and the juncture of freight rail
and Light Rail -

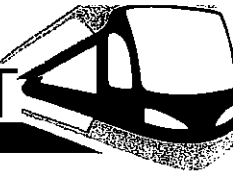
Comment Card

MP-17

Comment #52

SOUTHWEST

Green Line LRT Extension



Date June 18, 2015

Comment: I live in the Calhoun - Isles Condominiums, whose foundation
is within 2-3 feet of the proposed shallow tunnel. I am concerned
about both the construction impact on my home, as well as the
liveability of my home once SWLRT is up and running. The
SDEIS identified 36 Ground-Borne Noise Impacts on our
condos and mitigation plans are left for the final EIS.
In the push to reduce costs, I worry that mitigation will be

curtailed or eliminated. For the Green Line at UM and
MPR, rails were installed in such a way as to reduce
vibration. These efforts have not been totally successful,
which adds to my concerns. Residents of Calhoun - Isles
are being asked to sacrifice by having SWLRT
operating in our backyard. I respectfully request that
all efforts be made to mitigate the long term effects
on our homes.

MP-18

June 18, 2015

I live in the Calhoun Isles high rise and am concerned about the effects of LRT vibration on our condo complex and town houses. The EIS discusses vibration but only for an at grade train and with the magnitude scale beginning at 50 feet minimum distance. In our case the train will be in a tunnel where ground transfers vibration much stronger than in air and the distance between our foundation and the tunnel wall is less than four feet. The EIS does not come close to recognizing the potential vibration problems with our condo complex. The mitigation must be extraordinary to avoid livability problems.

The noise levels discussed in the EIS do not address the fact that noise is amplified the higher the resident, as with the high rise. The noise generated by the LRT while running as well as the bells when entering the West Lake Street station could be extreme.

Robert Brockway
3145 Dean Court # 904
Minneapolis, MN 55416

rmbrockway@comcast.net
612-920-3441

MP-19

Light Rail Oppositional Statement

To Whom It May Concern:

I am a condo owner at Calhoun Isles Condominiums. The proposed Light Rail route is of grave concern for me for the following reasons:

1. The potential and likelihood of compromise to the structural integrity of the High Rise buildings both during and after construction. My condo is directly adjoining Kenilworth Trail. When freight rail trains pass, by my windows vibrate, cupboards shake and even dishes rattle. The proposed construction may come within 2 feet of the current pilings for the condos.
2. The livability factors during construction.. Again, as my unit faces and is adjoining the proposed route, the noise disruption is likely to immediately devalue my property and the enjoyment of my property which I have heard could last up to 4 years.
3. The market value of my property will be directly impacted if trains are frequently passing by. Many residents have undersold their properties in order to sell before the property is not sellable due to construction. Property values have dropped.
4. The environmental concerns are numerous. Cutting of trees, destroying habitat, destruction of the pristine bicycle/walking/recreational route (one of the best in the country), interference of and potential contamination of wetlands and water in and around the lakes are also of concern.

Thank you for your attention.

Jan Search
Resident Calhoun Isles Condominiums

3151 Dean Court #105
Minneapolis MN 55416

Public Hearing - 6/18/2015
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In re:)
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Public Hearings on Southwest)
Green Line LRT Extension)
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TRANSCRIPT OF PROCEEDINGS

The following is the transcript of proceedings,
taken before Rebekah J. Bishop, Notary Public, Registered
Professional Reporter, Certified Realtime Reporter, at
Dunwoody Institute, 818 Dunwoody Boulevard, Minneapolis,
Minnesota 55403, commencing at 6:04 p.m. on June 18, 2015.

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A P P E A R A N C E S

Metropolitan Council:

Adam Duininck
Steve Elkins
Sandy Rummel
Gail Dorfman
Jennifer Munt
Cara Letofsky
Wendy Wulff

Public Hearing - 6/18/2015
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1 P R O C E E D I N G S

2 MR. DUININCK: All right. Everybody, we're
3 going to get started here in a minute, so if you could
4 find a seat.

5 All right. Good evening, everybody. Thank
6 you so much for being here. Welcome to the public
7 hearing on the supplemental draft environmental impact
8 statement for Southwest LRT. The hearing tonight is
9 hosted by the Metropolitan Council.

10 We have a number of council members up front
11 here joining me. I think I'll start by introducing
12 them on the far left and kind of working this way:
13 Council Member Steve Elkins, Council Member Sandy
14 Rummel, Council Member Gail Dorfman, Council Member
15 Jennifer Munt, Council Member Cara Letofsky, and
16 Council Member Wendy Wulff. So thank you to them for
17 being here and being here to listen.

18 There's also been a handful of elected
19 officials that have either been here and left or are
20 here; I just want to say hello to them: Commissioner
21 Marion Green, Commissioner Linda Higgins, and
22 Representative Frank Hornstein. So thanks for being
23 here tonight. And Park Board Commissioner Anita Tabb,
24 too.

25 So I think what we'll do, as in the way of a

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Southwest Green Line LRT Extension

1 format, we have a quick little presentation that Nani
2 Jacobson from the Southwest Project Office will walk
3 through that will cover how we got to where we are
4 today and the environmental impact statement process
5 and some next steps. So I'll turn it over to her for a
6 few moments to give a presentation before we start with
7 the -- the public hearing portion.

8 Go ahead, Nani.

9 (Per request, presentation not reported.)

10 MR. DUININCK: Thank you, Nani.

11 So if you would like to testify and haven't
12 signed up already, there's sign-up sheets in the back.
13 We have a full sheet here; I'm sure there will be --
14 they're coming in and signing up as we go. Please sign
15 in, and we'll call you up in the order in which you've
16 signed up.

17 And I just want to make sure that everyone
18 knows this is your opportunity to testify to the Met
19 Council. We're here to listen tonight; we're not going
20 to answer questions or have a discussion, but, rather,
21 you just come to the microphone and give your
22 testimony.

23 A number of us were here beforehand, and I'm
24 sure we'll hang around afterwards, too, if there are
25 other questions either related to the project in

1 general outside, kind of, the scope of the Supplemental
2 DEIS.

3 Individuals have to up two minutes to give
4 their presentation tonight. If you're representing a
5 group or organization, you can speak for up to three.
6 We'll have somebody keeping time here. We'll try to
7 keep people as close to on-time as best we can. There
8 will be little one minute and 30 second reminders when
9 your time is getting close to be up.

10 And let's see here. I will call -- I think
11 what I'll do is I'll call out two names, so that way,
12 the person who knows that they're next can get ready to
13 speak.

14 And with that, we will just jump right in.
15 The first person on my list -- and I'll do my best to
16 pronounce names; don't hold it against me if I
17 mispronounce it -- Russel Palma, and the second person
18 is Representative Frank Hornstein.

Comment #55

19 MP-01 MR. PALMA: Hello, I live in the Calhoun
20 Isles condominiums. These historic grain silo
21 buildings lie closest to the Southwest LRT along its
22 entire route, with the proposed shallow tunnel coming
23 within two to three feet of the building's foundation.
24 I am concerned about Southwest LRT's impact on the
25 building's integrity and liveability issues once the

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1 light rail is up and running regularly.

2 The SDEIS identified that there are 36
3 ground-born noise impacts on our condos and leaves
4 mitigation plans for the final EIS. In the push to cut
5 costs, I worry that mitigation plans could be curtailed
6 or eliminated.

7 I know that in the building of the Green Line
8 at the University of Minnesota and Minnesota Public
9 Radio, the light rail lines were built in such a way so
10 as to minimize vibration effects. Although these
11 efforts have not been completely successful, we
12 respectfully ask that our homes be given equal
13 consideration.

14 If the residents of the Calhoun Isles
15 condominiums are asked to sacrifice by having the
16 Southwest LRT operating within feet of our building and
17 to put up with two years of construction noise,
18 congestion, and inconvenience in our backyard, I ask
19 that the Met Council and the City of Minneapolis at
20 least do everything within their power to mitigate the
21 longterm effects on our homes.

22 Thank you.

23 MR. DUININCK: Thank you very much. And you
24 did a very good job of this, but I was asked to remind
25 people to just speak slowly and clearly. We're trying

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1 to type down and take for the record everything that's
2 said tonight, so just -- if I could just ask folks to
3 do that. And, also, make sure to state your name when
4 you come up to give your remarks.

5 Representative Frank Hornstein, and next is
6 Sara Brenner.
Comment #56

7 MP-02 REPRESENTATIVE HORNSTEIN: Thank you very
8 much, Mr. Chair and Met Council members.

9 I am Representative Frank Hornstein, and I
10 represent District 61A and the Minnesota House of
11 Representatives. And I apologize, I'm going to have to
12 run out; there was a long, scheduled forum on freight
13 rail safety issues in Northeast Minneapolis that I'm
14 speaking at, and that actually is very much related to
15 the comments I want to make tonight.

16 I've been working very hard over the last
17 year and a half on the issue of freight rail safety,
18 particularly as it relates to the transportation of
19 Bakken crude oil, and more recently, ethanol.

20 Thanks to citizens in my district who brought
21 to my attention the dangers of ethanol also being very,
22 very important for the State to address, we were able
23 to update some of the oil transportation safety
24 legislation that we passed last year to include ethanol
25 and other hazardous materials.

1 The reason I bring up ethanol is that this is
2 a really very, very dangerous item that is being now
3 transported through the Kenilworth corridor. When
4 co-location was foisted on the City of Minneapolis, it
5 was pointed out was not part of the original plan and
6 one of the three areas that needed to be examined in
7 the supplemental EIS.

8 This issue was very much not as much on the
9 public radar as it is now. We have had many accidents
10 involving Bakken crude oil, and several involving
11 ethanol, just over the last year and a half, including
12 an ethanol train that exploded and burned and landed,
13 eventually, in the Mississippi River not too far away
14 from here in Dubuque, Iowa. So the dangers of
15 transporting oil and ethanol are real, and,
16 unfortunately, were not addressed in any meaningful way
17 in the Supplemental DEIS.

18 And I would implore you and urge you to take
19 this issue very, very seriously. In fact, in the
20 section of the DEIS under Potential Freight Rail
21 Impacts, the issue is completely glossed over. In
22 fact, under -- it talks about the Met Council having
23 the freight rail operations coordinations plan whose
24 purpose is to minimize impacts on freight owners and
25 operators. I would urge you to look at minimizing the

1 impacts on our residents and our people here.

2 In terms of emergency response plans, there's
3 really nothing in this document that talks about how
4 first responders would respond to a -- a catastrophic
5 event involving an ethanol train explosion, if that
6 were to occur.

7 We have many issues with the freight rail
8 industry in terms of disclosure of hazardous materials;
9 that needs to be addressed.

10 What are the impacts during construction?
11 You're right in the Supplemental DEIS that there would
12 not -- freight rail operations during construction
13 would not be obstructed, disturbed, or slowed. That is
14 a very, very significant concern when there is all
15 kinds of activities around construction. And at a
16 minimum, I would implore you to not be having hazardous
17 materials coming through this corridor during
18 construction.

19 I think that rerouteing is a real issue, and
20 perhaps these ethanol trains should be rerouted. We're
21 not saying in St. Louis Park, but maybe there's some
22 other options that need to be explored in terms of
23 eventually rerouteing freight out of this corridor,
24 because, again, co-location was not part of the
25 original deal. And now that it's being foisted on us,

1 I think there's a myriad of safety issues that need to
2 be addressed.

3 And, finally, you say in the DEIS that no
4 longterm impacts of freight rail are -- because of
5 freight rail are anticipated, and, therefore, no
6 mitigation measures have been identified.

7 And, again, we -- I would implore you to look
8 at safety measures in terms of negotiating very, very
9 assertively with the rail industry about what safety
10 measures they can take.

11 And I can tell you, in our discussions with
12 the freight rail industry at the legislature, I'm very
13 concerned that, unless really pressed, you won't -- we
14 will not see the types of mitigation and public
15 disclosure and right-to-know issues that need to be
16 addressed because, you know, the -- I bring up
17 right-to-know because, you know, in conclusion, I will
18 say that we have 20,274 residents in this co-located
19 area within a half mile of the -- of the track. And
20 this has been known now as the blast zone.

21 Citizens across the country who are dealing
22 with hazardous substances going by rail through their
23 neighborhoods are referring to the areas a half mile
24 from their house as "the blast zone."

25 The State has identified 326,000 Minnesotans

1 that live in the blast zones for oil trains -- Bakken
2 oil trains, and we have 20,000 here in Minneapolis;
3 3,000 businesses; 54,000 employees; 11,148 households.
4 All of these people need to be assured and need much
5 more assertive work done at the public sector level
6 with the rail industry in terms of mitigating impacts
7 and assuring public safety.

8 So please, you know, in the intervening time
9 that you have to address these issues and update your
10 SDEIS, we need to have much more information in this
11 document concerning freight rail safety.

12 Thank you so much for your time, and I
13 appreciate your attention.

14 MR. DUININCK: Thank you very much,
15 Representative Hornstein.

16 Next is Sara Brenner followed by Shawn Smith.
17 Comment #57

18 MP-03 MS. BRENNER: Sarah Brenner from Minneapolis.

19 The SDEIS is a remarkable document, more for
20 what it doesn't include than what it does. It was
21 triggered by the substantial design change of
22 co-location and the necessity of a tunnel through
23 Kenilworth, yet the SDEIS makes no mention of the
24 considerable safety concerns triggered by co-location.

25 No consideration is given to the fact that
26 TC&W carries hazardous cargo, including ethanol, fuel

1 oil, distiller's oil, and hydrous ammonia, propane, and
2 fertilizer. Any of these, in a case of derailment,
3 could cause incredible destruction, in some cases, near
4 feet from some people's home.

5 During construction, the risks will greatly
6 increase. Construction, by its nature, will interrupt
7 freight service and freight infrastructure. During
8 construction, there will be a 35- to 40-foot wide and a
9 25- to 35-foot deep tunnel that runs mere feet from the
10 freight and at a time where there will be no crash
11 walls.

12 The geometry of the corridor at the
13 pinchpoint is 57-feet and a 35- to 40-foot-wide pit dug
14 for the tunnel to be 17- to 22-feet for the freight
15 train and a buffer to the red town homes. That means
16 that ethanol trains, called "bomb trains," will be
17 perched on the edge of construction pit mere feet from
18 the edge.

19 If there were to be a dilemma, those cars
20 would fall into the construction pits in a domino-like
21 fashion; yet, there's nothing in the SDEIS that even
22 mentions risks of running daily ethanol unit trains
23 that can contain 10,000 tons of ethanol purchased
24 perched immediately adjacent to a deep pit prior to
25 putting in a crash wall. Am I missing something? Did

1 anyone consider this?

2 Additionally, during construction, there
3 would be no access for the firefighting equipment in
4 case of derailment. If this project is to move
5 forward, minimally during construction, all hazmat must
6 be routed out of Kenilworth. Awareness of the danger
7 of oil and ethanol trains has come into citizens'
8 consciousness.

9 Thank you.

10 MR. DUININCK: Thank you very much.

11 Shawn Smith followed by Art Higinbotham.
12 Comment #58

12 MP-04 MR. SMITH: Good evening, Met Council
13 members. My name is Shawn Smith, and I live at 2420
14 West 24th Street in the Kenwood neighborhood.

15 There's two things I want to talk about in
16 the SDEIS, due to limited time; the first is cost. And
17 in the SDEIS, I don't think we feel very confident in
18 the cost that's expressed. The Blue Line went from 400
19 million to 715 million. The Green Line went from 840
20 to about a billion.

21 What will Southwest rail really, really cost
22 us? Because in the SDEIS, we still don't know what the
23 cost-cutting will be, and we also don't know if it's a
24 valid document because we don't know what is coming out
25 of what's in the SDEIS within the corridor.

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1 I'm also here because Kenwood residents have
2 been continually and actively engaged in this process
3 with little responsiveness from the Met Council. And
4 why do I feel that way? Well, that's issue No. 2, is
5 co-location.

6 We somehow ended up right back where we
7 didn't want to be, and SDIS with co-location, frankly,
8 we're pretty freaked out about it. So 25-feet -- I
9 actually brought a tape measure, but I don't think I
10 need it -- basically is from where I'm standing to the
11 back of the room. That's center rail to center rail.

12 This is the distance of the separation of the
13 two lines, because we didn't move freight rail -- or
14 should I call it ethanol rail -- you cut the north
15 tunnel so that now puts them at-grade, which we didn't
16 want, and the absolute co-location deal breaker, which
17 was brought upon us by a historic flip-flop by our
18 mayor.

19 If there is a derailment, the space that
20 separates the tunnage of ethanol from high-voltage
21 wires is a potential catastrophe, and we really ask --
22 we urge you to please relook at this line. Please
23 relook at this alignment, the cost, and the danger.
24 Please reconsider this route.

25 Thank you.

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1 MR. DUININCK: Thank you much.

2 Art Higinbotham and followed by Bob Brockway.
Comment #59

3 MP-05 MR. HIGINBOTHAM: Good evening, panel
4 members.

5 I am a former resident of 3431 Saint Louis
6 Avenue. I moved to St. Paul in light of the
7 co-location proposal for Southwest Light Rail. I moved
8 because I share with Representative Hornstein the
9 feeling that co-location of freight rail and light
10 rail, whether during construction or on a permanent
11 basis, is a severe personal threat. And I have to say
12 I feel sorry for those who remain in the corridor if
13 this proposal proceeds.

14 I've looked through the executive summary of
15 the DIS -- SDIS, and I find that it's not very
16 specific, which means that we're down to the final DIS
17 to get specific input of the citizenry to the
18 proposals.

19 One example: The tunnels proposed for the
20 Kenilworth corridor will generate a bit of noise.
21 They'll have 90-decibel fans to pump air out of the
22 tunnels. And I lived a hundred feet from the tracks;
23 that would have been a serious disturbance to reside
24 there and live with that.

25 But the overriding factor, as Representative

1 Hornstein pointed out, is the potential for a
2 derailment and explosion of the magnitude that killed
3 47 people in Lac-Mégantic, Quebec two years ago and 24
4 derailments in the past year.

5 Thank you.

6 MR. DUININCK: Thank you very much.

7 Bob Brockway and then John Shorrock.

8 Comment #60

8 MP-06 MR. BROCKWAY: My name is Bob Brockway, and I
9 live in the Calhoun Isles highrise. And I'm concerned
10 about the effects of the LRT vibration on our condo
11 complex and the home housing and the townhomes there.

12 The EIS discusses vibration, but only for an
13 at-grade train with a magnitude scale beginning at
14 50-feet minimum distance. In our case, the train will
15 be in a tunnel where the ground transfers vibration
16 much stronger than in air, and the distance between our
17 foundation and the tunnel wall is less than four feet.
18 The EIS does not come close to recognize the potential
19 vibration problems with our condo complex. The
20 mitigation must be extraordinary to avoid liveability
21 problems.

22 The noise levels discussed in the EIS do not
23 address the fact that noise is amplified the higher the
24 resident, as is -- as in a highrise. The noise
25 generated by the LRT while running, as well as the

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1 bells when entering the West Lake Street station, could
2 be extreme.

3 Thank you for listening.

4 MR. DUININCK: Thank you very much.

5 John Smorock (phonetic) -- Shorrock, thanks.

6 And next is Angela Erdrich.

Comment #61

7 MP-07 MR. SHORROCK: I'm John Shorrock, and I live
8 at Calhoun Isles.

9 I support totally what Representative
10 Hornstein was saying. There's a micro level; the
11 trains actually stop in the corridor for hours on a
12 time waiting for lights. Gas trains and electric
13 700-volt wires don't go -- just don't mix, and so the
14 probability of catastrophe is very, very high when the
15 rail is built.

16 There's also a huge catastrophe possibility
17 during construction, so none of these issues are raised
18 in the SDIS at all. And to us who are living right
19 there, within a few feet of the line, these are very
20 important issues and should be studied to the micro
21 level. Just have the trains standing there for hours,
22 and a gas train leaks gas. You know, they're not
23 perfect; just like gas in the car, it leaks.

24 So I'm really asking you to look at this in
25 great detail. Thank you.

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1 MR. DUININCK: Thank you very much.

2 Next is Angela Erdrich followed by Richard

3 Adair.

Comment #62

4 MP-08 MS. ERDRICH: Hello, my name is Angela

5 Erdrich, and I live in Kenwood. I live about six

6 blocks from where -- from the Kenilworth corridor, so

7 not close enough to hear or see it when the line is

8 built.

9 But my main interest in this has really

10 been -- stems back to when I moved here in 2009 and

11 someone sent me on an Earth Day clean-up trip, and I

12 went into Cedar Lake park, fell in love with it, feel

13 like it's a really beautiful, special, natural place

14 that is quite unusual to have such a large, expansive,

15 peaceful, green space right in the middle of the city.

16 I wanted to say I'm a pediatrician; I've

17 always worked in a public health setting. And I want

18 to thank Representative Hornstein for bringing up these

19 safety issues.

20 And I just want to add one thing about the

21 ethanol trains, is that they are presently -- they

22 travel underneath the Twins stadium, which is amazing

23 to me. Maybe people don't want to look at that, but

24 it's actually happening right now, and it's highly

25 flammable -- or anhydrous ammonia also travels under

1 there.

2 From a public health viewpoint, we don't talk
3 about car accidents because -- we try to call them "car
4 crashes" because on a population basis, they're
5 somewhat preventible, and I hope you see your important
6 role in preventing future environmental disaster by
7 planning this to the best of your ability to prevent
8 the -- the problems associated with co-location of
9 these rails running so close together with hazardous
10 material.

11 I also want to say, as a bleeding heart
12 liberal, you don't often hear these stories about
13 cooperation and sharing and breaking out, but I want to
14 thank Bob Carney, because he's a Republican who, most
15 recently, did an awesome job investigating and tracking
16 down unused money and having it repurposed for -- for
17 the Metro Transit uses.

18 And he's done a lot for equity to have that
19 money used for immediate needs rather than using it as
20 leverage to enlist people as the face of this program.
21 He's -- what he's done is really going to serve people.
22 He found \$30 million that is going to be used for good
23 purposes.

24 Thank you.

25 MR. DUININCK: Thank you.

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1 Richard Adair, and next is Amity Foster.
Comment #63

2 MP-09 MR. ADAIR: My name is Richard Adair; I live
3 in the Bryn Mawr neighborhood in Minneapolis.

4 And I'm -- I come to the mic this evening to
5 thank the Met Council and the staffers for all the hard
6 work that you put in on creating the SDIS. It's really
7 a big document, and I think the quality of the work is
8 very high.

9 I'm going to talk about something slightly
10 different, the hazards of not building this line. And
11 I -- I appreciate the concerns that have been raised by
12 many friends of mine who are here this evening, and I
13 think they're legitimate. And particularly the concern
14 about transporting hazardous materials during
15 construction, I can really get that.

16 But I think we need to take the long view.
17 Starting in 1908, the first Model T Ford came off the
18 production line in Detroit. Since that time, we've
19 gotten used to getting around by car. And part of the
20 reason for that is that we have -- this has been
21 subsidized in an enormous way by the federal government
22 building a huge system of roads and bridges.

23 Now we're realizing that getting anywhere we
24 want to go using the internal combustion engine is just
25 not going to work; it's going to damage our planet.

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1 And some of us would like to live more compactly and to
2 take transit, and the reason for that is not because
3 it's a trendy lifestyle choice, but because we care
4 about the generations who come after us. And I would
5 urge you to take that perspective.

6 Thank you.

7 MR. DUININCK: Thank you very much.

8 Amity Foster, and next is Mary Pattock.
9 Comment #64

10 MP-10 MS. FOSTER: Hello, my name is Amity Foster;
11 I live at 1605 Second Street Northeast in Northeast
12 Minneapolis. I also work at ISALAH -- ISALAH, a
13 faith-based community organizing group.

14 I'm glad that the environmental studies is
15 being done, but part of a healthy environment includes
16 the access to jobs for people in North Minneapolis. I
17 want you to -- I'm here to encourage you to keep the
18 Penn station on the Southwest light rail line. It will
19 give people access to jobs; it will make their
20 community more healthy and more environmentally safe.

21 I would also encourage you to consider -- to
22 keep thinking about building in the bus lines that we
23 need in North Minneapolis to connect to Penn and to
24 connect to the Southwest light rail so that Minneapolis
25 can get better overall.

 Thank you.

1 MR. DUININCK: Thank you very much.

2 Next is Mary Pattock, followed by George

3 Puzak.

Comment #65

4 MP-11 MS. PATTOCK: Thank you. My name is Mary
5 Pattock; I live at 2782 Dean Parkway.

6 And I want to talk about the noise and
7 vibration issues that we found in the SDEIS. We find
8 it misleading and deficient in several ways. First of
9 all, as Ms. Jacobson pointed out earlier, the whole
10 point of the SDEIS is to evaluate the effects of the
11 changes that have been proposed from 2012 until now.

12 Therefore, the baseline data should have
13 represented the noise and vibration levels of 2012,
14 which did not include a freight train. But the DEIS --
15 SDEIS does use freight train noise as its base level,
16 and so it has the effect minimizing and falsely
17 representing how much more noise and vibration there
18 would be now compared to 2012.

19 Secondly, the SDEIS doesn't measure the
20 impacts on residences closer than 45 feet from the LRT
21 tracks, but the homes most impacted are only 31 feet
22 away. They need attention, too.

23 Finally, the SDEIS ignores the impact of
24 construction. Last month, impact pile driving on the
25 Tryg site, restaurant site near the West Lake station,

1 caused serious damage to the Loop Calhoun condominiums
2 and other buildings. There was so much damage that the
3 project had to be halted, and the pilings had to be
4 pulled out since going forward was deemed to be, quote,
5 "catastrophic."

6 But the pile driving for Southwest LRT tunnel
7 would take place as close and closer to these buildings
8 and others. The SDEIS ignores this problem and gives
9 no hint of what kind of remediation there would --
10 there should be.

11 MR. DUININCK: Thank you very much.

12 Next is George Puzak followed by Susu
13 Jeffrey.
14 Comment #66

15 MP-12 MR. PUZAK: Good evening. I'm George Puzak;
16 I live at 1780 Girard Avenue South, Minneapolis.

17 As I was walking in, I was fortunate to find
18 these earmuffs. And they say Met Council, and I
19 thought, "Great, you'll be able to hear us." And my
20 teenage son reminded me and said, "Dad, just because
21 they can hear you doesn't mean they're listening."

22 Even if cost surprises and lawsuits don't
23 torpedo Southwest LRT, a fundamental flaw should.
24 Hennepin County's failure to include freight rail in
25 the project's scoping process required by the National
Environmental Policy Act, NEPA, scoping is the first

1 step in the environment -- environmental review. It
2 identifies the issues, alternatives, locations, and
3 modes of transport to be studied in the transit
4 project's environmental impact statement.

5 But Hennepin County, in both its 2009 scoping
6 report and 2010 locally preferred alternative, failed
7 to include freight rail as part of the Southwest LRT.
8 Five cities then voted on this faulty plan.

9 Compounding the problem, in the summer of
10 2014, the Met Council imposed yet another fundamentally
11 different plan. This time, using municipal consent,
12 the five cities supported this, but the plan omitted
13 freight rail from the project. All these decisions
14 were made before the draft and the updated supplemental
15 were in place.

16 Contrary to law, Met Council has limited the
17 choice of reasonable alternatives and alignments,
18 reduce in costs, studying freight rail in the
19 Supplemental DEIS, and reopening municipal consent are
20 not sufficient remedies.

21 There are two remedies: One, move freight
22 rail out of the corridor then build your plan that's
23 been studied, or, two, reopen the scoping process and
24 include freight transport in there, and then maybe
25 there will be another alternative.

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1 Thank you.

2 MR. DUININCK: Thank you.

3 Next is Susu Jeffrey and followed by Nancy
4 Green.

Comment #67

5 MP-13 MS. JEFFREY: Chair people, thank you for
6 your time. I'm Susu Jeffrey; I'm speaking today for
7 friends of Coldwater. I do live in the blast zone;
8 I've lived in Bryn Mawr for nearly 30 years.

9 I remember when this project started with the
10 PR, and it was an equity project. And now that equity
11 has descended into busing people south on Penn Avenue
12 and then east to Royalston -- a proposed Royalston
13 station. With all of the racial problems that we're
14 experiencing lately, I find that a horrible plan, an
15 awful use of language, and I reject that equity
16 argument.

17 I think that the tunnel with its 55-foot deep
18 solid steel walls along about 2,800 feet is going to
19 really mess up the lakes, and I think we're talking
20 about losing the chain. The last time I swam across
21 Cedar Lake at sunset, I couldn't see my fingernails at
22 the end of my hands.

23 So what is this really about? It's about
24 development, and with development, we have a choice.
25 Uptown or Hidden Beach? Hmm, come on folks. Uptown is

1 a venue; it's famous; it's alive. People want to go
2 there, and you want them to go two miles away to Hidden
3 Beach? You are really going to bring in a bunch of
4 people in that housing area in Hidden Beach?

5 I see that as a real police problem, just as
6 this cantilevered artifice down 900 steps to the Bryn
7 Mawr station at Penn Avenue. I -- it will require
8 full-time security. It's just waiting for people to be
9 hurt, so I say Uptown. Think -- rethink this. Start
10 with Uptown.

11 Thank you.

12 MR. DUININCK: Thank you.

13 Next is Nancy Green followed by Claire
14 Ruebeck.
Comment #68

15 MP-14 MS. GREEN: I also live in this Calhoun Isles
16 association, and I live in the townhomes, which we are
17 now referring to our area as the pinchpoint. This
18 planned construction of a shallow tunnel scares us, and
19 unfortunately, we have little trust in the process for
20 the following reasons:

21 The structural aspects of our condo towers
22 are unknown, as they were built a hundred years ago as
23 green terminals, and we do not have blueprints of the
24 foundation to give to the Met Council engineers,
25 despite the hours and hours of searching we have done.

1 With only 40 percent of the engineering
2 complete, we do not feel there's sufficient studies to
3 provide us, the homeowners, with the needed information
4 to feel safe, confident, as the construction will occur
5 inches, not feet, inches from our homes.

6 Noise and vibration studies have not been
7 done on our property as we've requested, and we do not
8 feel confident that the current studies accurately
9 reflect what the effect will be on our property and,
10 specifically, the upper floors of that building.

11 Because we in Calhoun Isles are asked to
12 sacrifice our safety, our current lifestyle, along with
13 two years of construction noise, congestion, and
14 inconvenience, we ask the Met Council and the City of
15 Minneapolis to do at least everything they can within
16 their power to reroute and assure us the needed safety
17 net required.

18 Thank you.

19 MR. DUININCK: Thank you.

20 Next is Claire Ruebeck, followed by Bob

21 Carney.
22 Comment #69

23 **MP-15** MS. RUEBECK: Hello, I'm Claire Ruebeck, and
24 I live in Minneapolis. And thank you having this
25 hearing today; I think it's important that you do
digest what the citizens are saying.

1 I just want to highlight a couple of things
2 that struck me as I thoroughly studied the SDIS. There
3 are many things I heard tonight that I had intended to
4 say, and so I'm doing my best to not repeat.

5 The first thing I want to comment on is that
6 the SDIS states that one of three justifications for
7 the need of the Southwest LRT is to develop and
8 maintain a balanced and economical multimodal freight
9 system. I would like further explanation as to why now
10 we have a transit system planned, but the focus -- one
11 of three -- the focus is now to justify a robust
12 freight system. I could not find any further
13 explanation in the SDIS.

14 New point: The National Transportation's
15 safety board has concluded that ethanol is as dangerous
16 as oil, and ethanol actively runs in that corridor, as
17 we've heard tonight. People don't want to think about
18 it; I don't want to think about it. I live there; it's
19 scary. I imagine you don't want to think about it.

20 The railroad that hauls it would prefer not
21 to haul it, but federal regulations require they haul
22 it. And there's no stopping it. It's as dangerous as
23 the oil that we're reading about in the newspapers and
24 that Senator Franken just wrote an eloquent essay on,
25 and we need to treat it as such.

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1 And, finally, I was surprised to find in the
2 SDIS that the Met Council has requested the FRA, the
3 Federal Railroad Administration, to advocate its
4 jurisdiction in this corridor where freight rail will
5 remain, and now we will introduce light rail. The FRA
6 must oversee this dangerous situation.

7 Thank you.

8 MR. DUININCK: Thank you.

9 Next is Bob Carney, followed by Sandi Larson.
Comment #70

10 MP-16 MR. CARNEY: Hi, Bob "Again" Carney, Jr., I'm
11 a registered lab use for We the People, an informal
12 association.

13 I have been reporting since May 20th on the
14 decision of the legislature to eliminate \$30 million
15 that had been appropriated for Southwest Light Rail.
16 The current total for the State right now is
17 \$15 million.

18 I have a video online at YouTube talking
19 briefly with Chair Duininck about this yesterday, and
20 essentially, I asked him, "Where are you going to come
21 up with \$300 million?" And that is the 150 State money
22 that's missing, because Speaker Daudt told me at the
23 special session there's no more money coming in from
24 the legislature to Southwest Light Rail. And Chair
25 Kelly, in presenting it to the House, said, "We don't

1 want to throw good money after that." These are just
2 facts.

3 Now, you have to clarify that this
4 \$300 million includes 150 matching money. Chair
5 Duininck essentially said that, "Well, you know, if
6 that money is not available, we're going to have to try
7 to find it somewhere else."

8 So I want you all to know we're not three --
9 \$341 million off right now; we're \$641 million off.
10 This is a totally unacceptable situation. We need to
11 freeze spending on this thing and go back to the
12 drawing board and to rescope this process and look at
13 alternatives.

14 There is an additional \$67.3 million that has
15 been allocated to be disburse -- dispensed by the CTIB,
16 another \$10 million, \$400,000 of that has been spent by
17 Hennepin County. There's \$67.3 million more that could
18 get spent this year unless we shut this thing down and
19 take a look at it.

20 And you've got to keep in mind that if this
21 thing keeps going on and we spend more and more and
22 more money, we start arguing that we've spent so much
23 money that we can't stop now. That takes away a
24 reasonable alternative, and the reasonable alternative
25 is no-build, to take a look at other options and

1 rescope it.

2 Thank you.

3 MR. DUININCK: Thank you.

4 Next is Sandi Larson, followed by Cathy --

5 and I apologize on the last name -- Deikman or

6 Deilkman.

Comment #71

7 MP-17 MS. LARSON: Good evening. My name is Sandi
8 Larson, and I live at 2800 Dean Parkway in the blast
9 zone.

10 As a result of co-location, the current
11 design calls for that south tunnel to run from just
12 south of the Kenilworth lagoon to just north of the
13 Lake Street station. The SDEIS, nor any of the
14 supplemental documents or technical drawings, addresses
15 the fact that there is an existing sewer main that runs
16 and crosses the proposed location of the south tunnel,
17 and that will need to be removed and relocated.

18 That force main was just installed in 2013,
19 and it runs underneath the railroad tracks and the
20 Kenilworth trail between Depot Street and West 28th
21 Street, which is right next to Parkside and park -- a
22 fourth Minneapolis park.

23 And the force main consists of a
24 five-foot-wide casing pipe that's the top of the casing
25 pipe is 17-feet below ground level, and the bottom of

1 the casing pipe is 22-feet below, and then two 18-inch
2 force main sewer pipes run through that.

3 The south tunnel construction plan indicates
4 the construction pit on the diagram over there to be
5 done to a depth of approximately 35 feet in that very
6 location, and the drawings don't include anything about
7 the existing sewer force main that's there, and it's in
8 the path of the tunnel.

9 So that force main needs to be relocated
10 and -- and put somewhere else. There are going to be a
11 lot of costs associated with this, removing and
12 relocating it, reengineering lift stations if it has to
13 go deeper below the tunnel, remediations of the park if
14 there is any damage, cost of road work at 28th Street
15 and Depot, cost of potential damage, cost of
16 mitigation, noise, and vibration.

17 And I'm just requesting that you please be
18 transparent and address this removal and
19 installation -- reinstallation of the sewer force main
20 line in the design of the project as well as all the
21 associated costs.

22 Thank you.

23 MR. DUININCK: Thank you very much.

24 Next is Cathy -- is it -- Deekman (phonetic)?
25 I'm sorry.

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1 MS. DEIKMAN: It's Dikeman (phonetic.)

2 MR. DUININCK: Deikman. Thank you.

3 And Stuart Chazin is next.

Comment #72

4 MP-18 MS. DEIKMAN: I'm a resident of Minneapolis,
5 and others have spoken regarding very important
6 omissions and risks that were not described in the
7 SDEIS, so I'm not going to repeat those.

8 I'm speaking to you today because of the risk
9 posed to the Minneapolis Chain of Lakes by category
10 issue. I strongly question the land use designation of
11 the Kenilworth channel as category 3. The SDEIS
12 designates the grassy banks of the channel as falling
13 within the most noise-sensitive category, category 1.
14 However, the channel itself is not included in that
15 most sensitive designation, but instead, it's
16 classified as institutional land use.

17 The SDIS states that the grassy area on the
18 banks of the lagoon fall within category 1 due to the
19 passive and noise-sensitive recreational activities
20 that occur there where quietude is an essential feature
21 of the park.

22 The designation of category 1 versus 3 for
23 the channel appears to hinge excessively on one word,
24 "passive." However, quietude is equally and very
25 clearly an essential feature of the Kenilworth channel

1 itself, and everyone knows this. And the activities
2 that occur there, though peaceful, very peaceful,
3 they're not passive, include canoers and cross country
4 skiers gliding serenely on the water or ice while those
5 on the grassy banks look on.

6 Most significantly, the consequences of
7 placing the Kenilworth channel at category 3 is that
8 both the obligation to mitigate impacts is lowered, and
9 the threshold to establish severe impact is higher and
10 harder to reach.

11 Had the Kenilworth channel been accurately
12 designated at category 1, then the channel would have
13 been only one DBA below severe impact. The difference
14 in obligation on this work project office to mitigate
15 the severe versus moderate impacts is critical.

16 Thank you.

17 MR. DUININCK: Thank you.

18 Stuart Chazin, and next is Jeanette Colby.
19 Comment #73

20 MP-19 MR. CHAZIN: Hi. Thank you for having me.

21 My name is Stuart Chazin; I represent the Kenilworth
22 preservation group. Before I go forward, I just want
23 to thank Mark Furman and the staff for doing this
24 difficult work that they have been doing, so thank you.

25 What I would like to ask is -- I'm confused
 why we're spending \$1.685 billion or \$2 billion to do

1 this -- this line when the numbers aren't there. The
2 governor originally said that he wanted to add the
3 Mitchell Road if this light rail is going to be done,
4 now we're talking about getting rid of the Mitchell
5 Road and maybe one or two other stations. You're
6 talking about getting rid of one or two other stations
7 in Minneapolis -- in North Minneapolis.

8 If we cut those out, where's the ridership?
9 The purpose of this LRT from day one, from what I
10 understand, is getting people from Minneapolis to
11 Eden Prairie, and Eden Prairie to Minneapolis. But if
12 we're cutting out these three to five stations, the
13 ridership, the numbers, are not there. I'm confused.

14 Even in your numbers, the new numbers that
15 you have given for the three stations in North
16 Minneapolis, ridership has gone down.

17 Don't I get three minutes? KPG. "Groups
18 will get three minutes."

19 Ridership has gone down at those three
20 stations, so, really, there is no ridership in North
21 Minneapolis because they -- there is no residents.
22 They have to take a bus from the other side of 55 to
23 get to the three stations, and so there's nothing
24 there; there's no ridership there.

25 At the 21st Street station, you're saying

1 there's 1,500 people that will be riding that every
2 single day. Tell me where they're coming from,
3 Franklin Avenue? They're going to take that bus five
4 miles, three miles, whatever it is, and people from
5 North Minneapolis where you're saying you're trying to
6 benefit them from, there's only 300 at one station, 300
7 at another station, and approximately 300 at another
8 station? That makes no sense.

9 There is no ridership at 21st station, and
10 you have it. There is no ridership at the three
11 stations in North Minneapolis. And if you cut out the
12 two stations -- or three stations in Eden Prairie,
13 where does it benefit? You're going to take a bus to
14 the stations? That defeats the purpose.

15 Why are we spending \$1.685 billion of our
16 money for a project that doesn't make sense anymore? I
17 never thought it made sense in the first place why it
18 wasn't going through the Uptown, but it does not make
19 sense now.

20 I'm in favor of light rail. I'm in favor to
21 go where there are ridership; there isn't. The
22 population is in -- the population of -- it doesn't
23 matter where it is, it's just not where you guys are
24 building it.

25 I guess I'll leave it at that. Thank you for

1 your time. Have a good night.

2 MR. DUININCK: Thank you.

3 Jeanette Colby and next is Camille Burke.
Comment #74

4 MP-20 MS. COLBY: Good evening, Chair Duininck and
5 council members.

6 I want to say that I am incredibly impressed
7 with some of the points that have been raised tonight
8 and the way that they've been raised, and I hope that
9 you all are hearing them and taking good note. I'm
10 going to say -- I'm going to echo some of the things
11 that have been said. And I'm just going to say
12 something a little bit differently, and I hope that you
13 can hear that, too.

14 The -- the LPA that was selected for this
15 route and approved by all five municipalities was based
16 on the alternatives analysis that said that in order to
17 make way for the LRT, the freight rail needed to be
18 moved. The alternatives analysis was kind of the
19 fundamental document for this project.

20 We didn't -- that didn't happen; there was a
21 new vote from municipal consent, and this SDIS is
22 supposed to cover those areas that weren't covered in
23 the previous DEIS that was based on the -- on the
24 alternatives analysis.

25 But what we're doing now is we're taking a

1 temporary situation that was supposed to go away and
2 making it permanent. We're making -- so in -- in a
3 sense, it's a new project. We're taking something that
4 was supposed to be gone and making it permanent. We're
5 spending hundreds of million -- tens of millions of
6 dollars anyway to do that.

7 I was just at a meeting yesterday looking at
8 the freight bridge that's going to go over the channel,
9 and that's a big, heavy bridge that's going to cost a
10 lot of money; it's a permanent fixture.

11 So the SDIS needs to assume a basis of no
12 freight for all impacts, including noise, safety, and
13 visual impacts. And just on the visual impacts, I'm
14 going to speak to a detail here: The SDIS is much
15 different from the DEIS. And the SDIS has the nerve,
16 I'm sorry to say, that there will be not a substantial
17 impact in the area of the Kenilworth corridor where we
18 will have co-location at grade.

19 The Canton area is the -- the tracks, all the
20 noise and visual mess is considered by a consultant in
21 Colorado looking at Google Earth and some photos as not
22 significant. So I would strongly contest that finding
23 in the DEIS.

24 But just to reiterate: We need to assume a
25 basis of no freight for all aspects, including noise,

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1 safety, which many other people have spoken to, and
2 visual impacts.

3 Thank you.

4 MR. DUININCK: Thank you.

5 Camille -- Camille Burke followed by Kathy

6 Low.
Comment #75

7 MP-21 MS. BURKE: Camille Burke; I live at 2400
8 Thomas Lane. I'm in the blast zone as well.

9 I have three primary concerns. The first one
10 concerns the freight bridge that's being built. It's
11 my understanding that it will be 50-feet from where the
12 current track is going.

13 As I walk that path, right now, the track is
14 quite close to homes. I've, in a joking way, say it
15 looks like it's going to be going on someone's deck. I
16 think that that is something that I'm not sure that you
17 really realize, and I would encourage you to walk that
18 and see where that 50-feet, that new freight train
19 track is going to go. It will double the size of the
20 current bridge that's on the channel right now, and
21 that's a very, very large environmental statement.

22 My second point: This is an old railroad
23 that is an old railroad yard. It is contaminated,
24 contaminated, contaminated, and you all know that. How
25 far down is it contaminated? That's one thing I'm

1 concerned about: When you dig that 50-foot tunnel, are
2 you going to be disturbing all of that old railroad bad
3 contamination, and is that going to effect our ground
4 water? Is it going to affect the water of Cedar Lake
5 and Lake of the Isles and our whole chain of lakes?

6 And my third point: The Green Line and the
7 Blue Line, the revenue costs rights now are 30 percent
8 or less of the cost to operate it. What is -- what
9 allowances -- and I learned that from St. Paul Pioneer
10 Press.

11 What allowances are you planning on to make
12 this financially viable, particularly when it's real
13 clear we're not going to have the ridership? I'm
14 concerned about that because that means I, as the
15 taxpayer, have to do pay that, and I don't want to do
16 that.

17 Thank you.

18 MR. DUININCK: Thank you.

19 Kathy Low followed by Michael Wilson.
20 Comment #76

21 MP-22 MS. LOW: Hi, Kathy Low, Minneapolis. Thank,
22 you commissioners and Sophia.

23 Despite the 2011 report by Hennepin County
24 stating that there was 20 years of understanding that
25 freight rail would be removed from the Kenilworth
corridor regardless of LRT or any other project,

1 despite the City of Minneapolis' stance against
2 co-location, despite your own DEIS conclusion that
3 recommended against co-location, despite the fact that
4 fitting light and freight rail into this narrow
5 corridor will require massive tunnel portals, crash
6 walls, large cement structures and bridges, and removal
7 of vegetation, despite your own conclusion that this
8 plan will have an adverse effect on the lagoon and the
9 Grand Rounds Historic District, despite your legal
10 obligation to avoid or minimize harm under Section 4F
11 law, you make the literally incredible statement in the
12 SDIS that the LPA, with their attention of freight rail
13 in the Kenilworth corridor is the project's
14 environmentally-preferred alternative and would result
15 in less harm to Section 4F protected properties.

16 I think that most people can recognize that's
17 not credible. Your process has permanently diminished
18 my trust in government.

19 MR. DUININCK: Next is Michael Wilson,
20 followed by Eric Larsson.
Comment #77

21 MP-23 MR. WILSON: Good evening -- excuse me -- my
22 name is Michael Wilson; I live at 3439 St. Louis
23 Avenue, and I represent the 57 property owners of Cedar
24 Lake Shores Townhome Association.

25 One thing I would like to talk about first

1 is -- the railroad corridor was just brought up a few
2 moments ago -- St. Paul and Pacific Railroad first put
3 railroad tracks through this corridor in 1864. We've
4 had 151 years of heavy freight rail running through
5 this corridor, with the exception of 12 years from 1986
6 through 1998 when the Twin Cities and Western began
7 running freight again through the -- the Kenilworth
8 corridor on a temporary basis.

9 So 150 years of running freight through the
10 corridor. I'm concerned about contamination from a
11 railroad of use of that corridor. I'm also very
12 concerned about contamination at the former Cedar Lake
13 yards at the north end of the Kenilworth corridor. You
14 can check your -- your Hill and Lake Press tomorrow for
15 more information on contamination of the Cedar Lake
16 yards that has only begun to be touched on in the
17 Supplemental DEIS.

18 So far, you have done a phase 1 ESA and
19 discovered that there is considerable pollution and
20 ground water contamination, but all the SDIS does is
21 list things that are typically found in former rail
22 yards, typically found in former and -- and active rail
23 corridors, including extensive arsenic poisoning. I'm
24 very concerned that the Supplemental DEIS has only
25 began to touch on these issues.

1 Second thing I'm concerned about, before I
2 get specifically to the townhomes, is the residents of
3 Cedar Isles deemed neighborhood have been asked to bear
4 a heavy cost for having co-location go through our
5 neighborhood, yet, we are being almost barred from
6 using the West Lake Street station. Your cost cuts,
7 the 50 cost cuts which you have advanced, include
8 eliminating vertical circulation to the West Lake
9 Street station -- no, three minutes.

10 Okay. Then I'll go on from that to talk
11 about the tunnel which others have done very
12 eloquently. We're talking about vibrating down sheet
13 pilings, which may or may not work, but what I'm
14 concerned about is that this is just humorous to think
15 that you can build that tunnel inches away from the
16 Cedar Isles towers and only a few feet away from the
17 Cedar Lake Shores Townhome Association.

18 The SDIS does not talk about the ventilating
19 machines that are going to be at either end of the
20 tunnel. They won't be running all the time, but they
21 will be tested. The SDIS does not talk specifically
22 about the piston effect of trains entering the tunnel
23 and pushing air the other direction traveling 45 miles
24 an hour through the tunnel. It doesn't talk about
25 those things which directly affect us in our townhomes.

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1 I learned when I was growing up that when you
2 get it wrong, say so. I think that putting both
3 freight and light rail through the corridor, you've
4 gotten it wrong. I wish you'd go back to the drawing
5 board.

6 Thank you.

7 MR. DUININCK: Thank you.

8 Next is Eric Larsson followed by Doug
9 Peterson.
 Comment #78

10 MP-24 MR. LARSSON: Hello, I'm Eric Larsson of 2440
11 West 24th Street, also in the blast zone. We are told
12 that the dangers of co-location can be managed, yet the
13 NTSB has been forced to investigate one ethanol
14 explosion per year since 2006. Each time, it finds
15 unpreventable causes that will be exacerbated by this
16 into alignment, and yet the SDIS does not mention these
17 risks or the necessary abatement procedures.

18 Here is a representative timeline from an
19 event in Cherry Valley, Illinois in 2009. This train
20 departed from an ethanol plant in Tara, Iowa on its way
21 through Illinois with 75 tank cars loaded with over
22 2 million gallons of denatured fuel ethanol, which is
23 typical of what travels through the Kenilworth.

24 A half hour earlier, the train dispatcher had
25 received two weather reports warning of severe flash

1 flooding, yet he did not advise the train crew as per
2 the manual of the railroad. At 7:16, the train crew
3 requested and received clearance to proceed into
4 Illinois, still receiving no warning of the weather.

5 At 7:35, the first of several citizens
6 started calling 911 warning of the washing out of the
7 tracks. At 8:16, the 911 center began calling the
8 emergency call center for the railroad, and the call
9 center, in turn, started making repeated calls to the
10 local train dispatcher, whose phone was busy.

11 At 8:17, when the train was 30 miles from the
12 wash-out, they again requested a proceed signal, which
13 they received with no weather warning. When the train
14 did cross the wash-out, the -- both the engineer and
15 conductor were sitting in front, did not see the
16 wash-out. The only reason they knew that it happened
17 was because the automatic brakes were applied. They
18 had to get out and walk back 58 cars to see the
19 explosion.

20 They also were not warned that there was an
21 underground natural gas pipeline, and they were not
22 warned that the -- and the investigators, sorry, were
23 not warned of what the contents of the train were until
24 three hours later.

25 Thank you.

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1 MR. DUININCK: Thank you.

2 Next is Doug Peterson, followed by Arlene --

3 I apologize, I can't spell the last name. It starts

4 with an "F," I believe.

Comment #79

5 MP-25 MR. PETERSON: My name is Doug Peterson; 3315

6 St. Paul Avenue. I'm a cack (phonetic) representative

7 of CIDNA. I've got two concerns which -- I've got lots

8 and lots of concerns, but most of them have been

9 approached by other speakers.

10 One of the concerns is the sewer line that

11 has gone from Depot Street to twenty -- 28th Avenue

12 that was put in in 2013. I talked to the head of

13 the -- or at least the PR person for that particular

14 project. This was a Met Council project.

15 And I asked him how deep that was going to be

16 and what was going to be happening in the event that

17 there was going to be a tunnel in there, and he said,

18 "Well, there's -- the top of it would be 27 feet below

19 the surface, and it would be able to be" -- I've got

20 three minutes; cack (phonetic) representative from

21 CIDNA.

22 The person from the Met Council, the PR

23 person, said that things could be taken care of; it

24 could be raised or lowered, or whatever. At that same

25 time in January or February in 2013, I talked to Mark

1 Furman. He wasn't aware of any possibility of any
2 shallow tunnel or any other kind of a tunnel.

3 Now, as was stated earlier, there was nothing
4 in the SDIS about the sewer and what's going to happen.
5 There has been talk amongst -- or from some
6 representatives of the State or the -- the council that
7 they don't know whether or not the tunnel is going to
8 go above the sewer or below the sewer.

9 I'm concerned that the engineers are going to
10 wait until they get up close to that and then find out,
11 "Oh, boy, this is going to cost a whole lot of money.
12 Maybe we better run just right on top, co-location."

13 The other concern that I have is the pile
14 driving and the retaining walls that are going to be
15 going into the corridor there by -- by my house. The
16 Tryg restaurant teardown and Trammell Crow installation
17 of -- or construction of a new building there was
18 stopped because of the damage done by pile driving to
19 nearby buildings.

20 We've got -- our neighbors are four feet away
21 from the tunnel. There's going to be pile driving.
22 There's going to be retaining walls. Has any of that
23 been considered, and has anybody talked to Trammell
24 Crow about what the problems are going to be and what
25 the costs are going to be and what the resolutions are

1 going to be?

2 I'm concerned that this is going to be one
3 more bait-and-switch type of thing where you finally
4 get to that area, and you say, "Oh, this is too
5 expensive. We're going to have to have co-location
6 here, too."

7 Thank you.

8 MR. DUININCK: Thank you.

9 Next is Arlene Fried followed by Mathews
10 Hollinshead.
Comment #80

11 **MP-26** MS. FRIED: My name is Arlene Fried. I live
12 in south Bryn Mawr, and I have rollerbladed along the
13 trail; that's one of my relationships with the trail.
14 I'm also a co-founder of an organization called Park
15 Watch, which has been around for about 10 years now,
16 and we can meet concerns about park board issues. We
17 have a wonderful new superintendent; however, we did
18 not when we started.

19 I have multiple reservations about Southwest
20 LRT and also about the construction process. Many of
21 these have been mentioned here already, so I don't have
22 to mention them. So I'll just say I want to mention a
23 special concern about the negative effects of
24 dewatering on Cedar Lake.

25 Thank you.

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1 MR. DUININCK: Thank you.

2 Mathews Hollinshead followed by Captain Jack
3 Sparrow.
4 Comment #81

5 MP-27 MR. HOLLINSHEAD: I'm Mathews Hollinshead; I
6 live in St. Paul. I'm also a conservation chair this
7 year for North Star Chapter, but I'm speaking
8 personally tonight.

9 If you take \$5,000, which is a very
10 conservative estimate, of the cost of maintaining a car
11 for one year -- I've seen studies that say \$9,000 is a
12 better average estimate -- multiply it by perhaps
13 500,000 motor vehicles in the Twin Cities, you get
14 \$2.5 billion per year for rolling stock alone for our
15 highway system for individual drivers who own motor
16 cars.

17 The entire budget of this stance now at
18 \$1.9 billion, and it's at least a 50-year life cycle, I
19 would suggest to those who argue about the money that
20 we get rid of some highways and get rid of some of the
21 expense forced on people who drive who have no choice
22 but to spend this \$5,000 or \$9,000 or whatever it is
23 per year on their cars to get to jobs, to get to
24 hospitals, to get to daycare, to get to grocery stores.
25 The Twin Cities made a tragic mistake in past decades
getting rid of a rail transit system and not building a

1 new one.

2 I would also like to say something on oil
3 trains and ethanol trains. I agree, they shouldn't be
4 in our cities. They shouldn't be on this line. I hope
5 the Met Council can acquire some power over freight
6 rail lines.

7 It's high time that we, like other advanced
8 countries, did our own control planning and regulation
9 of these privatized transportation companies which
10 don't operate the same way in other developed
11 countries.

12 I'll submit the rest of my comments in
13 writing. Thank you.

14 MR. DUININCK: Thank you very much.

15 Up next is Captain Jack Sparrow; second --
16 followed by Sally Rousse.
Comment #82

17 MP-28 CAPTAIN JACK SPARROW: Hey, I'm Captain Jack
18 Sparrow; I live at 3522 Bloomington Avenue South, and
19 I'm a candidate for State Senate, District 62.

20 At the last municipal consent hearing, I
21 referred to SWLRT as a billion-dollar boondoggle, but
22 that was really wrong. It's really -- to do it right,
23 it's going to be a multi-billion-dollar boondoggle,
24 made cheaper by eliminating certain stations that were
25 used in the argument that we're going to be providing

1 equity for people.

2 But if we're going to be eliminating
3 stations, if we're going to be making involvement
4 shorter than it was before, I think we're taking away
5 many of the benefits to -- to people.

6 The flaws of the SDEIS are obvious. The
7 internal analysis says that the south -- Southwest
8 connects with the Blue Line. It connects with the
9 Green Line. How much did you pay for this study?

10 I listened to a recorded interview with the
11 president of the western -- Twin Cities & Western
12 Railroad, and I'm going to talk about the ethanol and
13 the oil and other chemicals that are being hauled. But
14 according to Mr. Wegner, any chemical can be hauled on
15 this -- on this -- on this railroad; it's required by
16 federal law. They may not want to haul, it but they
17 have to.

18 Chlorine -- and chlorine, of course, was used
19 as a -- a poisonous gas in World War I, and more
20 recently, in Iraq. So I think we have to be concerned
21 about all the chemicals that might possibly,
22 potentially be transported along that route.

23 Another point I wanted to make is it turns
24 out that the Green Line was built more with development
25 in mind than with actual ridership and efficiency and

1 speed. Now, it turns out that people can ride a
2 bicycle faster than they can travel down the Green
3 Line -- on the Green Line. And so I think it's
4 important that we not -- thank you.

5 MR. DUININCK: Next is Sally Rouse -- Rouse
6 (phonetic), sorry if I'm mispronouncing that --
7 followed by Peter Wagenius.

Comment #83

8 MP-29 MS. ROUSSE: Hi, I'm Sally Rouse; I live in
9 Bryn Mawr.

10 I want you to return to the drawing board. I
11 think this route was number 29. I'd like you to at
12 least look at the other ones.

13 And two main points to make: One, it's
14 unsafe to the environment, the water and the soil; that
15 was made clear. It's unsafe to the people in cars and
16 skis and bikes and on foot.

17 The railroad -- last time I was at one of
18 these meetings, the railroad announced they were
19 changing the safety distance. It was 24-feet, and,
20 boom, it was 12-feet. Suddenly, it was 12-feet, like,
21 a train could tip over, and it would be okay if it was
22 only 12-feet from another anything; it used to be 24.

23 Number two, abating these unsafe, unhealthy
24 issues, will be prohibitively expensive, and I think
25 you know that. And I hope that you are looking at

1 other routes, the other 28 routes that were considered
2 before this one, parallel to your considering costs for
3 this one.

4 I agree with the thousands of others who
5 reject co-location. A tunnel is still co-location, and
6 we demand that you return to looking at other routes.

7 I also, since I have a little bit of time
8 left, want to just -- 60 -- 30 seconds left, just want
9 to say that when you refer to the bike path and the
10 people who use it, it's really condescending to only
11 call it recreational. For a lot of people, this is
12 essential to how they get to work, and that should be
13 folded into it.

14 Thank you.

15 MR. DUININCK: Thank you.

16 Next is Peter Wagenius, and he's the last one
17 to have signed up.
Comment #84

18 MP-30 MR. WAGENIUS: Thank you, Mr. Chair, and
19 thank you Met Council members for your willingness to
20 hold this hearing. Mayor Hodges -- I work for Mayor
21 Hodges, and -- and she would like to extend her thanks
22 to everybody here, the citizens present for their
23 remarkable politeness and thoughtful comments in the
24 face of this project's transformation from what it was
25 premised to be into a totally different project than it

1 is today.

2 I will share this experience with Mayor
3 Hodges as a refreshing tonic compared to the collective
4 amnesia which permeates the conversation that takes
5 place at the Corridor Management Committee.

6 At the CMC, they are saying it is time now
7 for the burdens of this cost-cutting to be shared
8 equitably among the five cities along the line, as if
9 the burdens of this project have been shared equitably
10 up to this point.

11 At those meetings, there is no recognition
12 whatsoever that the burden of freight fell 100 percent
13 on one city. At those meetings, there was no
14 recognition that this project was planned to be and
15 promised to be totally different than it is today with
16 freight relocated from the corridor. This is beyond
17 dispute. Whether or not St. Louis Park acknowledges
18 their -- their promise, the fact that Hennepin County
19 promised to reroute the freight is not disputed.

20 Mr. Colby and Mr. Puzak -- Ms. Colby and
21 Mr. Puzak are absolutely right about their origin, the
22 root cause of all these challenges. Southwest LRT has
23 been a project devoid of accountability.

24 Why did the federal government have to force
25 the project to incorporate freight issue into the

1 project's scope and budget? Did anyone ever think
2 there was going to be a solution to the freight problem
3 which was free, which did not cost money? How much
4 more has it cost the project and the residents of
5 Minneapolis because the first issue wasn't dealt with
6 5, 10, 15, 17 years ago?

7 If neither of the government agencies
8 responsible for this situation are willing to tell the
9 community, "Let the City of Minneapolis do it," you are
10 right to be angry and frustrated. You are right, and
11 your politeness in the face of this is entirely
12 amazing. This is the opposite of what you were told
13 this project was going to be.

14 So if no one else can say it, I'm sorry.

15 MR. DUININCK: Thank you -- thank you, Peter,
16 and thanks, everyone. With that, the public hearing is
17 done for the evening, so thanks, everyone, for being
18 here. We really appreciate the feedback. We'll be
19 hanging around afterwards if you want to talk with us
20 about this project. Thanks. Bye.

21 (Proceedings concluded at 7:25 p.m.)
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1 STATE OF MINNESOTA)
 : ss CERTIFICATE
2 COUNTY OF ANOKA)

3

4 BE IT KNOWN that I, Rebekah J. Bishop, took the
foregoing transcript of proceedings;

5

6 That the foregoing transcript of proceedings is a
true record of the testimony given;

7

8 That I am not related to any of the parties
hereto, nor an employee of them, nor interested in the
outcome of the action;

9 That the cost of the original has been charged to
the party who noticed the transcript of proceedings, and
10 that all parties who ordered copies have been charged at the
same rate for such copies;

11

12 WITNESS MY HAND AND SEAL this 25th day of June,
2015.

13

14

Rebekah J. Bishop, RPR, CRR
Notary Public
My Commission Expires 1/31/2020

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Public Hearings on Southwest)
Green Line LRT Extension)
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TRANSCRIPT OF PROCEEDINGS

The following is the transcript of proceedings,
taken before Rebekah J. Bishop, Notary Public, Registered
Professional Reporter, Certified Realtime Reporter, at the
Eden Prairie City Hall, 8080 Mitchell Road, Eden Prairie,
Minnesota 55344, commencing at 6:03 p.m. on June 17, 2015.

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A P P E A R A N C E S

Metropolitan Council:

Adam Duininck
Jennifer Munt
Steve Chavez
Deb Barber
Gary Cunningham

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1 P R O C E E D I N G S

2 MR. DUININCK: The room got quiet; that must
3 mean it's time to start. Good evening, everyone.
4 Welcome. Thanks a lot for being here.

5 Welcome, this is a hearing on the
6 supplemental DEIS being held by the Metropolitan
7 Council, by myself, Adam Duininck, and a bunch of
8 council members which I'm glad to introduce:

9 Good evening, Jennifer Munt, who has been
10 very active on this corridor on the CAC -- she coaches
11 the CAC, the Citizens' Advisory Committee; Council
12 Member Deb Barber from Scott and Carver County, most
13 of -- both of those counties; and Council Member Gary
14 Cunningham, who represents Minneapolis and a couple of
15 communities just north and west of Minneapolis.

16 So, good evening. Before we get to the more
17 formal part of the program to take testimony and
18 everything from the folks that have signed up, we're
19 going to have a quick presentation from Nani Jacobson
20 from the project office.

21 (Per request, presentation not reported.)

22 MR. DUININCK: All right. Thank you, Nani.
23 Thanks for the presentation.

24 Before we get started, I just want to
25 recognize a few other folks who have joined us: One,

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1 Council Member, Steve Chavez, from Dakota County, and
2 Hennepin County Commissioner, Jan Callison. Thanks a
3 lot for being here, Jan, and for all your work on this
4 project.

5 Before we get started, I just want to just
6 mention a few, kind of, ground rules here. Tonight is
7 focused on the draft DEIS. There might be questions --
8 other questions related to the project, certainly, with
9 what's been in the news for the last couple months.
10 Please feel free to talk to our project office staff
11 about that and the council members and myself about
12 that after the meeting, but for the purpose of the
13 public hearing, it's to -- to comment specifically on
14 the supplemental draft environmental impact statement.

15 Individuals will have up to two minutes to
16 give their presentation; groups up to three minutes.
17 And I just ask that you state your name and address for
18 the record. I'll do my best to read the handwriting
19 and pronounce your name, so hopefully I -- as somebody
20 who has his name routinely butchered, I'll try to do my
21 best to pronounce everyone's names.

22 And I also just want to remind everyone that
23 if you're not interested in speaking tonight, you have
24 other ways to comment via e-mail and mail and certainly
25 with registering your comments with us here tonight in

1 person. We did extend the public comment period 15
2 days to July 21st, so there still is just about a
3 month -- a little bit over a month to give comment.

4 So with that, we'll begin going through the
5 names. We've only had five people sign up tonight. So
6 I'm not going to be too strict of an enforcer on the
7 time, but we do want to respect everyone else's time
8 here who is here tonight.

9 Comment #85 So, first, we will hear from Bob Carney.

10 EP-01 MR. CARNEY: Thank you.

11 MR. DUININCK: You ready?

12 MR. CARNEY: Oh, yeah.

13 Bob "Again" Carney, Jr., Minneapolis,
14 Minnesota, 4232 Colfax Avenue South. Just by way of
15 disclosure, I'm a registered lobbyist for "We the
16 People," an informal association. I spoke yesterday.

17 Very briefly, first of all, the draft -- the
18 Supplemental Draft Environmental Impact Statement,
19 Section 5.2 says, "Remaining funding is assumed to come
20 from . . . the State, 10 percent."

21 Now, as -- as many know, at this point, the
22 State legislature cancelled \$30 million in
23 appropriation from 2013 for Southwest Light Rail. That
24 brings the total the State has put in to about
25 \$15 million.

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1 The current plan, as I understand it, is to
2 try to cut back from \$2 billion to \$1.65 billion.
3 Ten percent of \$1.65 billion is \$165 million, so the
4 State is \$150 million short at this point.

5 I talked with Speaker Daudt at the special
6 session. I asked him, "Is there any chance of the
7 legislature putting more money into Southwest Light
8 Rail next year?" He said, "No."

9 So unless money comes from somewhere else --
10 and my understanding is CTIB said they're not going to
11 go anywhere above 1.65; I don't know what Hennepin
12 County has said. Unless money comes from somewhere
13 else, there is a \$300 million shortfall in the dollars
14 available for the project.

15 In addition, I'm very concerned about the
16 idea of continuing to spend to get to the point where
17 you say, "Well, we have to do it now because we've
18 spent so much."

19 Now, the current reported number has been
20 \$59 million spent so far, but I have an e-mail from a
21 project engineer at Hennepin County who is working on
22 this. I asked him what the current spending for the
23 railroad authority has been, and he said \$34 million.
24 The number that I have from Met Council is
25 \$10.9 million.

1 I'm showing, actually, the total spending is
2 closer to \$90 million, but my real concern is that when
3 you look at the amount that is scheduled to be
4 disbursed from CTIB this year and the amount that is
5 budgeted for Hennepin County and has not yet been
6 spent, we're looking at an additional \$67.3 million.

7 My real concern is that a very hard look
8 needs to be taken at whether we should simply freeze
9 spending at this point. This project is in such deep
10 trouble. It has been cut already so substantially in
11 terms of threatening viability, and now the money
12 available is -- is in such doubt that we simply need to
13 stop and take a look at whether we should simply put a
14 freeze and go back to the drawing board.

15 Thank you.

16 MR. DUININCK: Thank you.

17 Comment #86 The next speaker is Melitta Mayer.

18 EP-02 MS. MAYER: Hi, I'm a resident of Eden
19 Prairie, and I live at 13175 Spencer Sweet Pea Lane.

20 I am just going to keep this very short and
21 sweet. I am totally against the LRT project. I think
22 it's horribly costly, overly expensive, and we have a
23 great bus system. The Southwest bus system should be
24 expanded, made bigger and better. It's already in
25 place; there's nothing wrong with it. Why can't we

1 just expand that and take whatever remaining money
2 there is, fix our roads and our bridges?

3 That's all I want to say. Thank you.

4 MR. DUININCK: All right. Thank you for your
5 comments.

6 Next speaker is Nancy Arieta.
Comment #87

7 **EP-03** MS. ARIETA: You want me real close?

8 MR. DUININCK: Yes, that would be great.
9 Thanks.

10 MS. ARIETA: Thanks, everybody, for doing the
11 hard work. I appreciate the task; I don't appreciate
12 light rail. There's a lot of misgivings that I have;
13 one thing, in particular, is the cost. And I agree
14 with the last speaker, our bus system is fantastic.
15 I'm always in favor of that.

16 I also want to say the cost is horrendous,
17 and because we're being pushed by the knowledge of
18 federal dollars, and if we don't do this and we don't
19 do that, I hope I'm correct in saying that there's a
20 push and a shove behind all this.

21 As I understand, from what I heard speaking
22 to people, too, a lot of it was an agreement with
23 United Health that pulled a lot of this together, and I
24 didn't -- I didn't like that idea very much on that.

25 Making us go forward with something may not

1 be the best thing. Progress is not always good. As a
2 matter of fact, progress can also create a whole bunch
3 more dilemmas. I see the accidents happening on
4 University, the accidents on Hiawatha. I drive the
5 Hiawatha area frequently, and I see -- I just see the
6 mess that occurs a lot, and traffic tie-ups, snarls,
7 people being in -- in danger by trying to scurry across
8 things.

9 Anyway, I'm not for the light rail. My son
10 disagrees with me, but that's okay.

11 Thank you for hearing me.

12 MR. DUININCK: Thank you. Thank you very
13 much.

14 Comment #88 The next person is Ellen --

15 EP-04 MS. HOERLE: Hoerle.

16 MR. DUININCK: Hoerle. Thank you.

17 MS. HOERLE: Well, I wasn't sure what I was
18 going to speak about, and I still am not, so -- but I'm
19 here to support; I'm sorry. I am so thankful for you
20 guys, and I'm so thankful for this project. And I
21 don't commute, but I -- every time I try to get
22 downtown in the evening, and any time of day, anywhere,
23 it's a nightmare, and it's an hour to get downtown.

24 One day I -- okay. So we have two
25 representatives; we have David Hann, and we have

1 Jenifer Loon. And both of them have been opposed to
2 any money, one penny being spent on light rail.

3 And after they had -- was it last year we had
4 a primary -- Republican Jennifer Loon was all about --
5 wonderful about how she supported the intersection
6 of -- the improvements of 494 and 169. And I had to go
7 downtown at about 5:00 in the afternoon, and as soon as
8 I went through that brand-new intersection, I ran into
9 a parking lot, because I was headed east on 494. It
10 took me an hour to get to downtown.

11 If my -- if I -- we had Southwest Light Rail,
12 my person I was picking up, he could have taken it from
13 the bus. And he could have taken it all the way out to
14 Eden Prairie, and I would have never had to go
15 anywhere. I spent an hour getting there and an hour
16 back. That's an hour of my time and my gas and
17 everything else.

18 It requires private investment on my part to
19 purchase a car to -- and that's what people don't
20 understand. They say, "Oh, the cost is so high," but
21 that's -- but you're getting a system. You're getting
22 a system where you can sit in a seat, and you can take
23 from Eden Prairie and go all the way to St. Paul. And
24 you can sit there and -- and do whatever you want,
25 so -- instead of having to spite traffic and, you know,

1 ruin the environment and everything else.

2 So I am so supportive of this project, and so
3 I had -- once I heard everyone was against it, I'm
4 like, "I'm going to get up and speak."

5 The other thing is it's just so good for
6 everybody -- I mean, for this community. And it's just
7 going to create so many more options for people to get
8 out of this community in the evening and then for
9 people to come -- come here, you know, in the evening
10 and all of the wonderful things I've been -- you know,
11 with the Green Line and how the ridership is well
12 beyond projections.

13 I'm just -- I'm just here to support. So,
14 you've got my name, and so -- I live in Eden Prairie,
15 too. I forgot to say that part.

16 MR. DUININCK: Thank you. Thank you very
17 much for your comments.

18 Yeah, just a reminder, if you'd state your
19 name and address for the record.

20 Comment #89 Next is Joseph Lange [sic].

21 **EP-05** MR. LAMPE: Lampe, L-A-M-P-E.

22 MR. DUININCK: Oh, M-P. I'm sorry.

23 MR. LAMPE: I may not have printed that
24 clearly.

25 MR. DUININCK: No problem.

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Southwest Green Line LRT Extension

1 MR. LAMPE: I'm here to try to save the
2 project.

3 MR. DUININCK: All right. Thank you.

4 MR. LAMPE: I have a 60-page submission of
5 exhibits. You will get one by mail. I didn't think to
6 bring yours; I wasn't sure you'd be here tonight. But
7 I can turn in this unaddressed blank.

8 This is quite a dramatic change to the
9 project, but it will save a lot of money and provide a
10 very superior experience for Eden Prairie. In terms of
11 environment impacts, think about no vibration or
12 acoustic noise, no buried cable ducts, no at-grade
13 street crossings or trail crossings, no pilings or
14 retaining walls --

15 AUDIENCE MEMBER: He's not -- I -- we don't
16 hear him.

17 MR. LAMPE: You're not hearing?

18 MR. DUININCK: A little closer, please.

19 MR. LAMPE: This thing is aimed low. I'll
20 try to kiss it; is that better?

21 AUDIENCE MEMBER: Yes.

22 MR. LAMPE: Thank you. These are all
23 environmental improvements that would result from the
24 plan that I'm turning in. No at-grade street or trail
25 crossings, no pilings or retaining walls, no overhead

1 power catenary, no traction power substations, no
2 ongoing track and switch maintenance, no replacement of
3 poorly-compacted soils, no relocation of freight rail,
4 minimal utility relocations, almost no land
5 acquisition, trivial wetlands impacts and mitigation,
6 and minimal tree and brush removal.

7 It would take an hour to go through the
8 presentation and PowerPoint. I can't do that; you're
9 going to have to read the material.

10 Thank you.

11 MR. DUININCK: Thank you very much.

12 And the last person we have signed up so far
Comment #90 is Frank Lorenz.

13 EP-06
14 MR. LORENZ: Frank Lorenz; I live in Edina,
15 Minnesota.

16 I'm very much against light rail, in general,
17 and the SWLRT, in particular. One of the hidden costs,
18 regardless of whether you're going to be able to reduce
19 costs by \$341 million or not is what's going to follow
20 on as you start to make land acquisitions and actually
21 build the project.

22 I've attended a number of hearings, both at
23 the Metropolitan Council's committee meetings and at
24 the Hennepin County Board meetings. And I've watched
25 the biggest lawyers in town in their \$3,000 Italian

1 silk suits waddle to the podium and make, essentially,
2 the same statements, "Although my clients are not
3 categorically opposed to the alignment," which means
4 the route, "At this time, we reserve the right to" --
5 and then they mumble something about a diminution of
6 value because of noise, access to their property, or
7 whatever, and then they sit down.

8 They have set their hook. It's well-known
9 that the wealthy, politically connected residents in
10 the Kenilworth corridor don't want light rail, and they
11 either are the biggest lawyers in town or have brunch
12 with them every Sunday.

13 So when you start to build this project,
14 there are going to be two of the most powerful groups
15 in the metro area with the deepest pockets, and they
16 are going to sue Met Council. And they are going to
17 win those lawsuits, and the residents in the Kenilworth
18 area will be given awards of about \$300 million because
19 their \$2 million houses will be worth only a million
20 dollars.

21 The other commercial property owners,
22 apartment buildings, office buildings, retail
23 buildings, will sue you for half a billion dollars, and
24 they will win those lawsuits because the case law is
25 perfectly clear. And so you can forget about the

1 \$341 million problem that you say you have. Now,
2 excuse me, there are no problems in elitist Minnesota;
3 there are only challenges, so excuse me, the
4 \$341 million challenge.

5 When you get done with this a couple years
6 later, you're going to be on the hook for \$800 million,
7 and no penny of that will come from the federal
8 government. They aren't going to share your mistakes.
9 So the 900-pound gorilla at the end of the line,
10 wherever that ends up being, is going to be these
11 lawsuits. And you're going to lose them all, and then
12 the taxpayers of Minnesota are going to have to pay
13 every penny of this.

14 The other thing is that people in north
15 Minneapolis are being sold a complete bill of goods
16 that there are these huge, unfilled numbers of jobs in
17 Eden Prairie or the much-vaulted golden triangle, and
18 if only they can get quick access from north
19 Minneapolis to the western suburbs, their jobs problems
20 will be solved.

21 That's not true for two reasons: There is an
22 outpost of more than 9,500 recent immigrants to
23 Minnesota that live in supported housing in Eden
24 Prairie. There's no shortage of unskilled labor or
25 low-skilled labor in the area. The residents of

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Southwest Green Line LRT Extension

1 Minneapolis-- North Minneapolis who unarguably need better
2 jobs are not going to find them at the end of the line
3 of SWLRT.

4 So this is a -- this is a bad idea. You have
5 a very good S -- Southwest bus system. You should use
6 it; you should let them buy double decker buses which
7 will cut the cost of operations in half. You should
8 encourage them to run on the shoulders of the roads.

9 But this is -- this is a project driven only
10 by the greed and egos of the elitist people who run the
11 unelected government called Met Council.

12 MR. DUININCK: All right. Thank you,
13 Mr. Lorenz.

14 There are no others who have currently signed
15 up, but in case anyone has joined us that is interested
16 in testifying, I'll just open it up for a moment;
17 otherwise, we will conclude our public hearing for the
18 evening.

19 Thanks, everyone, for being here. I think
20 I'll just reiterate a couple points: One, thank you
21 for your testimony. It all informs the public record
22 which will be addressed in the final DEIS, hopefully,
23 approximately a year from now, and if you have any
24 other additional substantive comments, you can leave
25 them via e-mail or via mail. We can provide you all

Public Hearing - 6/17/2015
Southwest Green Line LRT Extension

1 with that information.

2 So thanks again for being here, and I'm sure
3 those of us in the front room and the folks in the
4 project office will stick around for a little bit. So
5 thanks again for coming. Have a good night.

6 (Proceedings concluded at 6:32 p.m.)

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Public Hearing - 6/17/2015
Southwest Green Line LRT Extension

1 STATE OF MINNESOTA)
 : ss CERTIFICATE
2 COUNTY OF ANOKA)

3

4 BE IT KNOWN that I, Rebekah J. Bishop, took the
foregoing transcript of proceedings;

5

6 That the foregoing transcript of proceedings is a
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That I am not related to any of the parties
hereto, nor an employee of them, nor interested in the
outcome of the action;

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9 That the cost of the original has been charged to
the party who noticed the transcript of proceedings, and
10 that all parties who ordered copies have been charged at the
same rate for such copies;

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12 WITNESS MY HAND AND SEAL this 25th day of June,
2015.

13

14

Rebekah J. Bishop, RPR, CRR
Notary Public
My Commission Expires 1/31/2020

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Public Hearing - 6/16/2015
In re: Southwest Green Line LRT Extension

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Public Hearings on Southwest)
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TRANSCRIPT OF PROCEEDINGS

The following is the transcript of proceedings,
taken before Rebekah J. Bishop, Notary Public, Registered
Professional Reporter, Certified Realtime Reporter, at the
Hopkins Center for the Arts, 1111 Mainstreet, Hopkins,
Minnesota 55343, commencing at 6:04 p.m. on Tuesday,
June 16, 2015.

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In re: Southwest Green Line LRT Extension

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A P P E A R A N C E S

Metropolitan Council:

Jennifer Munt
Edward Reynoso
Steve Elkins

Public Hearing - 6/16/2015
In re: Southwest Green Line LRT Extension

1 P R O C E E D I N G S

2 MS. MUNT: Hello, everybody. Welcome to the
3 public hearing on the supplemental draft environmental
4 impact statement for Southwest Light Rail Transit.
5 This hearing is being hosted by the Metropolitan
6 Council, and today, we have myself, Jennifer Munt, I'm
7 a Met Council member; my colleague, Edward Reynoso, at
8 the end of the table; and Steve Elkins to my other
9 side. This is Sophia Ginis, and she's going to be our
10 timekeeper tonight.

11 If you'd like to testify, please make sure
12 you've signed up on the sign-in sheet located at the
13 sign-in desk outside the door. We'll call you in in
14 the order that you signed up. This is an opportunity
15 to provide your input to the Met Council, and our job
16 today as council members is to be listening.

17 The intent of these hearings is to listen to
18 your comments on the Southwest Light Rail Transit DEIS.
19 I understand that many of you may have questions on the
20 project due to the current cost estimates, but tonight
21 we really want to focus on comments about the
22 supplemental DEIS.

23 We will not be responding to questions at
24 this meeting, but recording your comments. Individuals
25 will have up to two minutes, groups up to three

Public Hearing - 6/16/2015
In re: Southwest Green Line LRT Extension

1 minutes. I ask that you state your name and address
2 for the record. If you're representing a group, please
3 identify the group as well as your name and -- and your
4 address.

5 We'll let you know when you have one minute
6 30 seconds and when your time is up. Sophia here has
7 got signs that she will show to you. To ensure that
8 everyone that wants to speak has an opportunity, I ask
9 that you respect the time limits and refrain from
10 applauding or cheering during the public hearing.

11 To help expedite the process, I'll call three
12 names at a time. If you're the second and third names,
13 please come forward so that you'll be ready to speak as
14 soon as the other person is done.

15 Before we begin taking public testimony
16 tonight, Nani Jacobson, who is the assistant director
17 of Environmental and Agreements at the Southwest
18 Project Office, she'll give us a 10 to 12 minute
19 overview of the supplemental DEIS. Welcome, Nani.
20 She's got a presentation right behind me.

21 (Per request, presentation not reported.)

22 MS. MUNT: Thank you, Nani.

23 I want to first recognize two elected
24 officials who have joined us tonight, Hennepin County
25 Commissioner Jan Callison and Hopkins City Councilman

1 Gadd. They are both here to hear your comments.

2 Tonight we have got only two people signed up
3 to testify. First is Bob Carney, and second is Stuart
4 Nolan.

5 Comment #91^{Bob?}

6 **HP-01** MR. CARNEY: Hi, I'm just curious: Are they
7 still on that -- still two-minute rule?

8 MS. MUNT: Two minutes.

9 MR. CARNEY: Two minutes. Okay. I guess
10 this is the two-minute warning.

11 The State has cancelled \$30 million that had
12 been appropriated for Southwest Light Rail. The total
13 that the State has appropriated so far now is down to
14 \$15 million. The supplemental -- the impact statement
15 says in section 5.2, "Remaining funding is assumed to
16 come from," and then dot, dot, dot, "the State
17 (10 percent)."

18 Now, you're talking about trying to cut back
19 to a \$1.65 billion budget; right now, it's at
20 \$2 billion. That's \$165 million for the State's
21 10 percent. And they've contributed \$15 million, so
22 there's 150 missing -- \$150 million missing.

23 I talked to Speaker Daudt at the special
24 session and asked him, "Is there any chance that the
25 legislature next year is going to put any more money

1 into Southwest Light Rail?" He said, "No." I asked
2 him, "Is that on the record or off the record?" He
3 said, "I don't care."

4 So you need to realize that there is a
5 \$300 million shortfall in the amount of money that you
6 think is coming into this program. That's \$150 million
7 that the State is not going to do and another
8 \$150 million in federal match.

9 Now, the current reports show \$59 million
10 being spent on it. I've got an e-mail from a Hennepin
11 County project engineer who says that Hennepin County
12 Railroad has put \$34 million into it; their numbers
13 show \$10.9 million. I'm showing about \$90 million that
14 has been put in so far. I'm showing another sixty --
15 \$67.3 million scheduled to be disbursed or budgeted by
16 Hennepin County Railroad or CTIB for the rest of the
17 year.

18 This is just an outrageous process. The real
19 issue is we've got to freeze this thing before more
20 money is spent.

21 Thank you.

22 Comment #92 MS. MUNT: Next speaker is Stuart Nolan.

23 **HP-02** MR. NOLAN: Don't start the clock yet. I
24 haven't said a word. Can you pass those down, please?

25 Excuse me, I'm Stuart Nolan, Stuart

1 Companies. Among others, we own just about 500 rental
2 housing units on either side of Hopkins and
3 Minnetonka -- and the City of Minnetonka. As -- as the
4 route comes south over the tracks, our properties begin
5 and extend south on either side (inaudible) Smetana.

6 We object to that route through the middle of
7 our properties and uprooting the lives of over a
8 thousand of our residences. And it damage -- the
9 damage to the environment, I won't harp on it, is
10 considerable with our wetlands and our wildlife and --
11 and trail.

12 We propose an alternate. Instead of going
13 through where the yellow is on the map I gave you, we
14 propose -- and this is -- this is a problem for some
15 people; to us, it makes a lot of sense. If the train
16 came up Excelsior Boulevard and turned south at 11th
17 Street instead of going up to 17th, and it connects to
18 the same point south where you can see.

19 When it does, it decreases the cost of the
20 train because it's -- it's shortening the route by 2100
21 and some feet; it reduces the travel time; it reduces
22 the impact to the environment; and it eliminates the
23 problem with the Hopkins Maintenance Facility because
24 it doesn't go up to 17th, it turns at 11th.

25 It's a straight route. It saves money, the

1 environment, the maintenance facility, travel time, and
2 I think it deserves consideration and not just shoveled
3 under the map -- map because this is what some people
4 decided to push.

5 And I made it in two minutes.

6 MS. MUNT: Folks, is there anybody else who
7 would like to testify tonight? We've got two minutes
8 for individuals, three minutes for groups.

9 HP-03 AUDIENCE MEMBER: I have a question: What is
Comment #93
10 the total expenditure on Southwest Light Rail Transit
11 planning to this point?

12 MS. MUNT: Sam, could you help the lady with
13 an answer?

14 MS. O'CONNELL: Sure.

15 MS. MUNT: Thank you.

16 MS. O'CONNELL: So she asked in the group. I
17 don't know if you know right now, it's been about
18 \$62 million for the planning that we've been doing on
19 the engineering and the environmental study. So our
20 staff would be happy to answer any questions that you
21 have. We still have a lot of folks that are back in
22 the open house, so --

23 AUDIENCE MEMBER: Are you talking about
24 consultant fees or staff? Does that include staff?

25 MS. O'CONNELL: (Nods head.)

Public Hearing - 6/16/2015
In re: Southwest Green Line LRT Extension

1 AUDIENCE MEMBER: So \$62 million?

2 MS. MUNT: Folks, I'd also like to
3 acknowledge Mayor Gene Maxwell from the City of
4 Hopkins.

5 Anybody else want to testify? I think this
6 is the one of shortest public hearings we've ever had.
7 Well, I think what we'll do, folks, is folks at the
8 table will stick around for another 15 minutes; our
9 staff will stick around outside in the hall until 6:30.
10 If anybody changes their mind, we'll be right here to
11 hear your testimony.

12 HP-04 AUDIENCE MEMBER: As long as we're here.
Comment #94

13 MS. MUNT: Please.

14 AUDIENCE MEMBER: I just have a question
15 about the Kenilworth tunnel. I thought that that was
16 cancelled, and they were going to go over that track?

17 MS. MUNT: Folks, we've got questions about
18 the Kenilworth trail. Can Nani help explain that?

19 AUDIENCE MEMBER: I just thought I heard on
20 the news that the tunnel was cancelled and that it
21 would end up being an overhead rail, still using the
22 same track, just overhead.

23 MS. JACOBSON: Sure, I'll respond to that.
24 With respect to the document, in Section 3.4, it does
25 identify a tunnel in the Kenilworth. And that's still

1 part of the current project, so we would welcome any
2 comments on the design in that line that does include a
3 tunnel in the Kenilworth.

4 AUDIENCE MEMBER: So what I heard on the news
5 is wrong?

6 MS. JACOBSON: I mean, the project is -- I'll
7 be happy to take you out in the lobby and show you that
8 particular section on that.

9 AUDIENCE MEMBER: I -- I guess I have another
10 question. How much -- what soft soil, sandy stuff for
11 what percentage of the line? Because I know there's
12 some in Eden Prairie and there's some in Minneapolis,
13 and certainly, there's some in Hopkins.

14 MS. MUNT: Nani, can you speak to the -- the
15 wet soil that may be encountered in both Eden Prairie
16 and in Hopkins?

17 AUDIENCE MEMBER: And Minneapolis.

18 MS. MUNT: And Minneapolis.

19 MS. JACOBSON: Certainly. We do have the --
20 we do have pretty minimal wetland packs in the three
21 areas that we have identified in SDEIS. I would
22 actually -- we have a board out there; it's at the end
23 of the hall. That's going to be the best way to answer
24 your question, and if there's not a staff person out
25 there, I can certainly come out and show you what --

1 where those wetlands are.

2 AUDIENCE MEMBER: I saw that. I just
3 wondered what percentage -- I know that the area of the
4 Kenilworth trail was not just wetland; it was a lake.
5 It was -- so it's filled in. Seems -- seems that the
6 land that's left is wetland. So, I mean, how much soil
7 stabilization?

8 MS. JACOBSON: There's a small amount of
9 wetland in that area, but not the -- not that much. I
10 think it's less than -- less than an acre along that
11 Kenilworth area. So we look -- we do a very thorough
12 analysis in the field, surveys to document the
13 vegetation and the wetland coverage. So we've done
14 that for the entire --

15 MS. MUNT: Anyone else wants to testify?
16 Okay. I have got us, right now, at 6:30. We'll hang
17 out here until 6:45, and if anybody changes their mind,
18 just step to the microphone. Let us know your name and
19 your address and the group you represent, if you're
20 here on behalf of a group.

21 (Proceedings concluded at 6:28 p.m.)

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Public Hearing - 6/16/2015
In re: Southwest Green Line LRT Extension

1 STATE OF MINNESOTA)
 : ss CERTIFICATE
2 COUNTY OF ANOKA)

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outcome of the action;

9 That the cost of the original has been charged to
the party who noticed the transcript of proceedings, and
10 that all parties who ordered copies have been charged at the
same rate for such copies;

11

12 WITNESS MY HAND AND SEAL this 23rd day of June,
2015.

13

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Rebekah J. Bishop, RPR, CRR
Notary Public
My Commission Expires 1/31/2020

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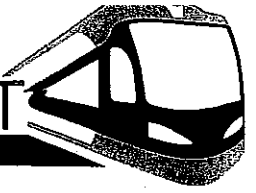
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Comment Card

Comment #95

SOUTHWEST

Green Line LRT Extension



Date

18 JUNE 15

Comment:

TO MARK FUHRMANN.

- (1) WHY AT A COST OF \$20M FOR A RAPID BUS FROM EDEN PRARIE WOULD YOU SPEND \$20M (20M) ON A RAIL SYSTEM. ALL THIS PROVES IS THAT STEEL WHEELS ARE NOT AFFORDABLE OVER RUBBER?
- (2) WHY ^{WOULD} ~~DO~~ PEOPLE ONLY RIDE RAIL AND NOT BUSES ON THIS ROUTE?

MARK FUHRMANN

- 3) QUESTIONS FROM MARK FUHRMANN RESULTS FROM REPORT REQUIRED BY THE GOVERNOR ON THE COMPARISON BETWEEN RAIL AND ^{RAPID} BUSES FROM EDEN PRARIE TO MPLS

Support.

John Shannah Cathers 5068

Rep Hornstein Safety along the Kennedyworth Trail

Trains Stops for bus along this trail. High voltage lines and salt bank
not for good.

MINNEAPOLIS MN 553

19 JUN 2015 PM 5 L



Southwest LRT Project office,
6465, Wayzata Blvd Suite 800,
St Louis Park,
MN. 55426

SDEIS Feedback

55426172699







July 2015

HEARTLAND CORN PRODUCTS

Nani Jacobson
Assistant Director, Environmental and Agreements
Metro Transit – Southwest LRT Project Office
6465 Wayzata Blvd., Suite 500
St. Louis Park, MN 55426

RE: Southwest Light Rail Transit

Dear Nani Jacobson,

Heartland Corn Products ("HCP") is a farmer owned ethanol production cooperative in Winthrop MN that is located on and utilizes the Minnesota Prairie Line/Twin Cities & Western railroad ("MPL/TCW"). The MPL/TCW provides the vital transportation link to domestic and international markets for HCP ethanol and co product production. Any changes to the MPL/TCW route that increase costs and impact their ability to deliver goods safely and efficiently will have an adverse effect on HCP and its 900 farmer members.

As discussions continue regarding the construction of the Southwest Light Rail Transit, we want to have some assurance that serious consideration is given to the economic impact on the HCP farmer members. In addition to HCP, any negative impact on rail shipments will affect thousands of Minnesotans located along the MPL/TCW railroad line in ten counties and 40 plus communities across south central MN. This decision not only impacts the Metro corridors, but the economic well-being of a large swath of south central MN residents. Safe and efficient access to the global marketplace is critical to the survival of HCP and other shippers in this region.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Scott Blumhoefer'.

Scott Blumhoefer

Vice President

Heartland Corn Products



HEARTLAND CORN PRODUCTS

53331 State Hwy. 19 • P.O. Box A
Winthrop, MN 55396

Hasler

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07/01/2015

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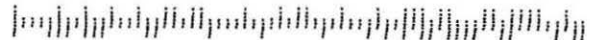
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ZIP 55396
011D10641891

Nani Jacobson
Assistant Director, Environmental Agreements
Metro Transit – Southwest LRT Project Office
6465 Wayzata Blvd., Suite 500
St Louis Park MN 55426

5542631724 0019



M.2-197

Kadence Hampton

From: Matthew Pawlowski <matthew_pawlowski@yahoo.com>
Sent: Friday, June 19, 2015 7:41 PM
To: swlrt
Subject: opposition to SW Metro Rail

SW Metro Rail Transit,

I would like to voice my strong opposition to the SWLRT. The project is over 2 billion dollars and keeps rising. The Twin Cities metro plain and simple does not have the population and or population density to justify these dollars being spent. Buses and bus lanes are still the most effective dollars spent in our metro area.

Thank you,
Matthew Pawlowski
952-221-0819

Kadence Hampton

From: Markmcgree <markmcgree@gmail.com>
Sent: Tuesday, June 30, 2015 11:00 PM
To: swlrt
Subject: SW LRT ROUTE

I used to live in the Kenwood neighborhood and was a regular bus rider. I do not think I would walk to the current proposed corridor to ride the train. I would continue to ride the bus. Hence, I do not think that 21st station would pick up much ridership even if MTC stopped running a bus through Kenwood.

So, I have another route suggestion. I understand that Lake St is forecasted to be the busiest station. So run the train to there and then turn it North to run along Cedar Lake Pkwy until it meets the rail corridor just S of 394. This path catches Benilde HS and Jones-harrison traffic. This path eliminates the Kenwood corridor, the project biggest headache with its cost and environmental concerns.

If you rejected this alternate path, please refer me to documents that eliminated it.

I no longer live in Kenwood having moved to Bloomington after 10 years in Denver, where I rode the train to work.

Thanks for the attention.

Mark McGree
Markmcgree@gmail.com

Sent from my iPad

Kadence Hampton

From: Chris Polston <christopher.polston@yahoo.com>
Sent: Wednesday, July 01, 2015 1:43 PM
To: swlrt
Subject: Route question

With all the delays and cost overruns, why not discuss dropping it down Hennepin Ave again? I always wondered why it got routed past swamps and some of the lowest density/no businesses areas in the SW quarter of the city.

Case study: I live in Hopkins, want to take family to Uptown for shopping and dining. As it stands, I would have to walk kids or older relatives almost a mile just to get where we want to go. Most cities (Chicago, NYC, DC, Boston) have rail lines that get you where you want to be.

Case study: The bars let out. 200+ drunk 20-somethings stagger to the train station. This is the neighborhood that had hidden beach razed because of 'the elements' hanging out there.

And why wouldn't the Hennepin Ave businesses want an extra 12,000+ people going by their store every day? Or was that estimate 20,000?

Thanks,
 Chris

Kadence Hampton

From: Irwin Spirn <ispirn1@gmail.com> on behalf of Irwin <ispirn@yahoo.com>
Sent: Monday, July 06, 2015 4:56 PM
To: swlrt
Cc: sophia.ginis@metro.transit.org
Subject: light rail expansion proposal

Dear Metro Transit,

My husband and I live in a beautiful place- Calhoun Isles, originally grain silos, located amidst the Chain of Lakes and the Greenways in Minneapolis. This scenic area is internationally admired for the urban beauty, parks, and bikeways.

This is threatened by the proposals for a Light Rail. We are terrified of this project and the damage it will cause. Here are some of the reasons:

*Vibrations during construction and operation. Do you know that so much shaking occurred during the start of construction at the building next door to us that work had to be stopped? Building a shallow tunnel in the sandy soil will be even worse.

*A tunnel will disturb the water table. How often will the water be pumped out? We know the building on the lagoon connecting Lake Calhoun and Lake of the Isles dumped water into the lakes from their indoor garage. We shouldn't fool with the delicate water system here.

*Dangerous oil tank cars now travel on the tracks below us. Adding electric light rail on narrow spaces close to our building and next to the hikers and bicycle riders is an invitation for an explosive catastrophe. (Even more dangerous during construction). Light rail and hazardous freight should not mix!!!!

*Noise from the frequent trains will increase through a tunnel and get louder and louder as it rises to the top floors of our building.

*This natural sanctuary will be disturbed by trains running through it and by more cars with no place to park.

Please do what you can to stop the light rail construction next to the freight trains and within the Greenways. Please preserve the pride of Minneapolis - beautiful nature and urban bike and hiking trails!

Sincerely,
Marion Spirn

S

Kadence Hampton

From: Marion Collins <colli090@umn.edu>
Sent: Wednesday, July 08, 2015 4:53 PM
To: swlrt
Subject: Supplemental Draft Environmental Impact Statement

I urge all members of the Metropolitan Council, and all those pushing for this particular alignment of SWLRT, to please take a very thorough look at this statement and not dismiss the impacts that have been discovered. There are many impacts to pushing LRT through the beautiful parkland of the Kenilworth Corridor.

- water quality and safety
- soil toxins that can be brought to the surface if disturbed, such as arsenic
- vibration damage to condos and homes
- noise impact
- destruction of trees, newly restored prairies, and parkland

Please do not ignore these things. What if you lived here? What if the bike trails you use to commute, and the parkland you enjoy were about to be destroyed?

WHAT IF YOU AND YOUR CHILDREN WERE PLACED IN A BLAST ZONE? Please listen to your citizens and what we are saying.

I support LRT - done properly. Now the cost of this project is so high that we are cutting things left and right - just more and more broken promises to the people in Minneapolis this is already negatively affecting.

THERE IS NO ECONOMIC DEVELOPMENT to be found along the Kenilworth Corridor, no businesses to help, no commercial property to develop. And the plan to then take a lot of buses into a neighborhood of single family homes with lost of kids, where buses were already cut due to lack of ridership, increases cost even more and doesn't make any sense.

THIS ROUTE IS DANGEROUS, both to the environment and families like mine that live along this amazing natural setting. With the current alignment, this does not help low-income families - these families are found along another proposed route, that is now cheaper and makes more sense - through Uptown, where there are many businesses that need support and people that need public transit - and bus hubs that are already there!

Please do not make decisions based solely on money (or if you must decide on a cheaper route, then take a look again at the Uptown route which is now cheaper and makes much more sense). Please listen to the citizens who are going to be seriously impacted, in negative and dangerous ways, as shown by the environmental research that has been done. We have to live with your decision - so respect our voice. Would you like a mine buried in your backyard? Would you like your trees cut down? Would you like arsenic getting into your groundwater? Please think about your choices and the legacy you leave for future generations. Please consider the families you are putting in danger, all for money.

Sincerely,
 Marion Collins

Kadence Hampton

From: Safety In the Park <safetyinthepark@gmail.com>
Sent: Friday, July 10, 2015 12:23 PM
To: swlrt
Cc: Jacobson, Nani
Subject: Comment for the SWLRT - DEIS
Attachments: SDEIS comment.docx

July 09, 2015

Ms. Nani Jacobson, Project Manager

Southwest Light Rail Transit Project Office

6465 Wayzata Boulevard, Suite 500, St. Louis Park, MN 55426

Dear Ms. Jacobsen,

The attached document is the official Safety in the Park Comment to the Supplemental Draft Environmental Impact Statement. Please add this four-page document to the comments for review by the FTA.

Thank you,

Jami LaPray and Thom Miller – Co-Chairs, Safety in the Park!

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safetyinthepark@gmail.com
Facebook-Safety in the Park!
www.safetyinthepark.com

SAFETY IN THE PARK!
RESPONSE TO THE SOUTHWEST LIGHT RAIL TRANSIT PROJECT
SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT
STATEMENT (SDEIS)
JULY 9, 2015

This document constitutes a comment in response to the announcement of the Supplemental Draft Environmental Impact Statement (SDEIS) for the Southwest Light Rail Transit (SWLRT) Project published in the Federal Register on May 22, 2015. Note that this comment is post-marked before the published comment deadline of July 21, 2015.

This comment is officially from the neighborhood advocacy group, Safety in the Park, which, while led by a steering committee of seven residents, represents perhaps thousands of residents in St. Louis Park MN as evidenced by over 1500 signed names on petitions supporting our stated cause, an email/blog recipient list of over 1000 individuals, and a Facebook page with over 450 participants. Safety in the Park is a not-for-profit, volunteer neighborhood advocacy group based in St. Louis Park, MN. Safety in the Park fully supports the SWLRT project as a whole, but rejects any proposal to relocate freight rail traffic onto newly built tracks and tracks that were never built for such a purpose. Members of this group have worked on the freight relocation issue since the mid-1990's. Early in 2010 we began a more concerted effort to be heard, holding numerous public meetings, meetings with elected officials, and other stakeholders. We spent untold hours learning about railroad engineering and the railroad business. We also found and consulted with pro-bono rail experts, to help us by double-checking our findings. We know that our understanding of the issues and impacts of this project are strong.

St. Louis Park/Minneapolis Segment:

While we agree with the final Supplemental Draft Environmental Impact Statement conclusion that Co-location of freight and Light rail (LRT) in the Kenilworth Corridor of Minneapolis is the only viable option for the Southwest Light Rail Transit project, Safety in the Park challenges the very nature of the Met Council's decision-making process. In a September 2, 2011 letter from the FTA the Met Council was given the mandate to evaluate both freight rail relocation and co-location for the SWLRT project. Safety in the Park representatives to the SWLRT Community Advisory Committee (CAC), asked for written documentation confirming the need to retain re-location options into perpetuity. Responses from Mark Fuhrmann, SWLRT project director, confirmed that no where in the September FTA letter does it say that both options have to be carried to the end.

Furthermore, there are no subsequent written documents giving that direction.

<http://metro council.org/METC/files/f8/f88ed9f2-a4a1-4190-b856-9bce04fbd003.pdf>

Had the Met Council applied the criteria used (the taking of property, cost, above ground structures, and community opposition) in the culling of options equally for both co-location and re-location options all of the relocation options would have been dismissed after the first round of evaluations. Brunswick Central, the relocation option held to the end, ranks higher on this scale of negative impacts than all of the co-location options, many of which were eliminated after that first evaluation. Table F.5-6 St. Louis Park/Minneapolis Segment Alignment Adjustment - Third Step Evaluation, as well as, all of the explanations of the decision process, leaves the reader with the impression that there are only two possibilities for freight as part of the SWLRT project. Furthermore, the cost given for Brunswick Central does not seem to include the ongoing operating subsidy the TC&W Railroad would need in order to accept rerouting their trains to the MN&S.

<http://metro council.org/METC/files/82/82d110c1-cd37-4842-b37e-21b001a76d9d.pdf>

This arbitrary and capricious evaluation by the Met Council in regard to re-location of freight continues to put the residents of St. Louis Park at risk.

Action Requested: At least one of the co-location options that do not involve tunnels should remain in the list of viable options and/or all relocation options should be removed from contention after the step one evaluation. Due to the signed 1998 City of Minneapolis agreement with the Hennepin County Regional Rail Authority (HCRRA) to move the bike trail when the Kenilworth Corridor is needed for transit the most likely option to retain would be relocation of the bike trail.

<http://www.safetyinthepark.com/uploads/1/5/9/9/15992878/kenilworthtrail.pdf>

The Freight Rail and Light Rail “Swap” and “Southerly Connection.”

Safety in the Park, supporters believe that the SWLRT project needs to be built in such a way as to ensure its success. The case made in the SDEIS for the need for the Light Rail “swap” and the “Southerly Connection” in the Executive Summary (ES) page 11 and in Chapter 2 Alternatives Considered page 42 is very well done. Descriptions of short-term and construction impacts make it easy to understand the reasoning behind the expense of this addition. However, there are no significant descriptions of long-term impacts in Table ES-1 or anywhere else in the SDEIS.

While we understand the need for the “Swap” and “Southerly Connection”, Safety in the Park has grave concerns regarding the dearth of public meetings about this addition as well as lack of information about the long-term impacts the change in

design of freight rail infrastructure will have not only on St. Louis Park, but on the communities of Edina, Bloomington and Savage. The wye configuration that is being replaced by the Southerly Connection effectively limits the potential of the TC&W Railroad to grow their business south of St. Louis Park using the MN&S. Moving unit trains through the wye, while possible, would be both time consuming and economically unfeasible.

During the Project Management Team (PMT) meetings that took place in late 2010 to early 2011 in conjunction with the Environmental Assessment Worksheet (EAW) for the proposed freight re-route, representatives of the TC&W Railroad made it clear that they are looking forward to the opening of the expanded Panama Canal so that shipping grain on the Minnesota River to the Mississippi, the Gulf of Mexico then through the canal to Asia will make economic sense. Near the Southern end of the MN&S the TC&W Railroad is rebuilding the bridge over the Minnesota River. This will make it possible for the railroad to connect with grain elevators in Savage. <https://www.minneapolisfed.org/publications/fedgazette/the-little-railroads-that-could>

When the Southerly Connection from the Bass Lake Spur to the MN&S in St. Louis Park is completed, the TC&W railroad will have an uninterrupted route from Eastern South Dakota to the Minnesota River, making it possible for them to ship unit trains of grain, ethanol and other products through St. Louis Park to the Minnesota River.

With the probable change in business plan for the TC&W railroad, come long-term impacts that need to be addressed. These impacts include, but are not limited to the following:

- Noise - mitigation will be needed for the area around the Louisiana Station – a noise study needs to be done.
 - Diagram 2.5.5 from Chapter 2 of the SDEIS shows the Louisiana Station and lines showing the position of the Southerly Connection
 - The Bass Lake Spur and the MN&S are not at the same grade. The Southerly connection will be a ramp connecting the two rail lines
 - Trains going up and down the ramp will be louder than trains currently going straight through St. Louis Park on the Bass Lake Spur
- Grade Crossings – the impacts of long trains regularly blocking crossings needs to be studied
 - Enhancements of crossing arms and signals may be needed at small crossing
 - Impact to traffic and businesses just West of Miracle Mile could be significant
 - Grade crossings in Edina, Bloomington and Savage will be impacted – Those communities need to be informed of the potential impact
- How long will it take for the City of St. Louis Park to realize the loss of tax base due to the loss of property and businesses in the Skunk Hollow area?

Action Requested: An enhanced study of the long-term impacts and implications of the new rail corridor being created from Eastern South Dakota to the Minnesota River through with a vital Southerly Connection in St. Louis Park. Once a complete study of the new corridor is complete, public meetings need to be held to explain what can be done to mitigate the traffic, noise and other problems created by adding the Southerly Connection to the SWLRT Project.

Prepared by: Jami LaPray, Thom Miller and the Safety in the Park Steering Committee - July 8, 2015

Safety in the Park! – safetyinthepark@gmail.com

Kadence Hampton

From: Irene Elkins <ireneelkins@earthlink.net>
Sent: Tuesday, July 14, 2015 12:09 PM
To: swlrt
Subject: Comment on SWLRT SDEIS plan - concern about southern arm

To: Nani Jacobson, Project Manager:

I am very excited that the SWLRT project appears to be moving forward at last! However, I was most concerned to learn about related implications that I think most of those in my Brookside (and adjacent neighborhoods) are completely unaware of, but which could substantially affect livability in our neighborhoods.

From what I understand, the current SDEIS plan eliminates the switching wye in the Elmwood neighborhood and replaces it with a very expensive freight-rail bridge that offers trains a route south through Elmwood, Brookside, and Brooklawn neighborhoods, then through Edina and other southern suburbs. A new bridge would make it easy for freight trains, potentially in large numbers, to move through these communities. While this clearly represents a serious livability and property value concern for everyone in these middle-class neighborhoods, I consider it a potential safety concern as well. These old tracks, which were never intended to handle large trains, are EXTREMELY close to homes on my street - it is NOT a wide corridor at all. With a large increase in rail traffic and/or the size of trains moving through this area, the increasing likelihood and consequences of a derailment (especially if trains carrying volatile fuels would be moving through the area) would be awful for those living close to the tracks.

Instead of an expensive freight-rail bridge, would it be possible to look into the comparatively less expensive possibility of adding a light-rail bridge over the existing wye as an alternative solution? Regardless, I hope you and your colleagues will seriously reconsider anything that might impact these neighborhoods adversely. Otherwise, the Wooddale and Louisiana SWLRT stations nearby may end up with fewer customers, as people choose to move elsewhere.

I greatly appreciate your consideration of my concerns as you move forward with what must be a highly complex project.

Sincerely,

Irene Elkins
4175 Zarthan Ave. S.
St. Louis Park, MN 55416

Kadence Hampton

From: fritzvandover@gmail.com on behalf of Fritz Vandover <fritz@fritzvandover.com>
Sent: Tuesday, July 14, 2015 3:58 PM
To: swlrt
Subject: Comments on latest SDEIS

Hello Ms. Jacobson:

I wanted to send in commentary about the latest SDEIS for the SWLRT project. My main concerns and questions are in regards to the new southern connection that is potentially part of the SW Light Rail project.

I, my wife, and our two young kids live 90 feet from the MN&S tracks at W. 42nd St. and the tracks in the Brookside neighborhood. We realize that the market determines the frequency of trains and that FRA classification restricts the speed of those trains to 10mph. Would a new southern connect mean that the:

- 1) MN&S tracks would be upgraded from Class 1, with a maximum speed of 10 mph, to Class 2, with a maximum speed of 30mph, in order to accommodate a presumably greater daily volume of trains?;
- 2) safety (signals and arms) and noise mitigation (quiet zones) measures would be implemented at grade crossings along the MN&S?

My hope is that the MN&S will remain a Class 1 corridor, with that maximum of 10mph, and that safety and noise mitigation measures would be implemented in order to ease the potential increase in rail traffic that a new southern connection would facilitate.

Thank you.

Sincerely,
Fritz Vandover, Ph.D.
612-296-1665

Kadence Hampton

From: Elise Durbin <edurbin@eminnetonka.com>
Sent: Tuesday, July 14, 2015 1:29 PM
To: swlrt
Subject: SDEIS comments
Attachments: Other_SDEIS comments-City of Minnetonka v1_0.pdf

Please see the attached SDEIS comments from the City of Minnetonka.

Elise Durbin, AICP
Community Development Supervisor

City of Minnetonka | 14600 Minnetonka Blvd | Minnetonka, MN 55345
p: 952.939.8285 | edurbin@eminnetonka.com



City of minnetonka

14600 Minnetonka Boulevard Minnetonka, MN 55345 952-939-8200 Fax 952-939-8244

July 10, 2015

Ms. Nani Jacobson
Assistant Director, Environmental and Agreements
Metro Transit –Southwest LRT Project Office
6465 Wayzata Blvd, Suite 500
St. Louis Park, MN 55426

Re: Southwest LRT SDEIS Comments

Dear Ms. Jacobson:

The city of Minnetonka has reviewed the Southwest LRT Supplemental Draft Environmental Impact Statement. Attached you will find the city's comments and concerns regarding the Southwest LRT line.

We appreciate the opportunity to review the SDEIS, to provide comments, and look forward to continuing to work with you on this project.

Sincerely,

Julie Wischnack, AICP
Community Development Director

Enclosure

Executive Summary			
Page	Issue	Why is this an issue	Proposed alternative/mitigation
6	While most maintenance will occur within enclosed structures, some activities may occur outside the buildings.	This has the potential for noise impacts to surrounding businesses and residences.	Develop operating procedures as to which circumstances and days and times (following the city of Hopkins and city of Minnetonka's noise ordinances) as to when outside maintenance may occur.

Chapter Three: Affected Environment, Impacts and Mitigation			
Page	Issue	Why is this an issue	Proposed alternative/mitigation
3-107	The potential for long-term pumping of groundwater and potential risk for contamination.	May not offer the highest reduction of impact or the best impact mitigation strategy to minimize the impacts to our natural environment. Although the OMF is within Hopkins its close proximity to Minnetonka has the potential for negatively impacting the city's natural environments. City staff needs to ensure that the final plans are compliant with the city's regulation as it relates to any potential impact within Minnetonka's jurisdiction.	Although the analysis for the potential of long-term pumping of groundwater and potential risk for contamination will be available in the Final EIS and will comply with MPCA regulation, the city requests details associated with items such as; 1) the containment of the contaminated areas before and during construction and mitigation strategies to reduce long-term risk; and 2) mitigation strategies that address the details associated with the potential for long-term pumping of groundwater such as how often is it pumped, and where is it discharged, etc.?

3-110	Correction needed in the document under section 3.3.2.2 item A—The western portion of wetland NM-HOP-13 is within Minnetonka's jurisdiction and city (city staff field reviewed the boundary). Issue relates to the proposed wetland and wetland buffer fill/disturbance	May not offer the highest reduction of impact or the best impact mitigation strategy to minimize the impacts to our natural environment. Although the OMF is within Hopkins its close proximity to Minnetonka has the potential for negatively impacting the city's natural environments. City staff needs to ensure that the final plans are compliant with the city's regulation as it relates to any potential impact within Minnetonka's jurisdiction.	Appropriate permitting as outlined in the DEIS will need to occur including local permitting and regulation. Minnetonka will have regulatory authority for a portion of wetland NM-HOP-13. All attempts should be made to reduce any impacts to the wetland and buffer areas.
3-111	FEMA and DNR Q3 maps are used for 100-year floodplain areas.	May not offer the highest reduction of impact or the best impact mitigation strategy to minimize the impacts to our natural environment. Although the OMF is within Hopkins its close proximity to Minnetonka has the potential for negatively impacting the city's natural environments. City staff needs to ensure that the final plans are compliant with the city's regulation as it relates to any potential impact within Minnetonka's jurisdiction.	Confirm with the city's water resources engineer the elevation of the city's designated 100-year floodplain areas in addition to DNR Q3 and FEMA. Any floodplain alteration or fill located within the city of Minnetonka must comply with the city's regulation and result in no net fill, floodplain mitigation will be required.
3-111	Although the OMF is within the city of Hopkins, the final plans for stormwater management must adhere to the standards in the city of Minnetonka's water resources management plan as approved by the city of Minnetonka's engineer if	May not offer the highest reduction of impact or the best impact mitigation strategy to minimize the impacts to our natural environment. Although the OMF is within Hopkins its close proximity to Minnetonka has the potential for negatively impacting the city's natural environments. City staff needs to ensure that the final plans	Although the OMF is within Hopkins the final plans should be reviewed and approved by Minnetonka's engineer if resulting discharge will flow to Minnetonka wetlands. The storm water management plan should include BMPs to address those wastes associated with the long-term management of a rail line such as grease and hydraulic fluid,

	resulting discharge will flow to Minnetonka wetlands.	are compliant with the city's regulation as it relates to any potential impact within Minnetonka's jurisdiction.	spill prevention and mitigation and management techniques and strategies that address more common pollutants such as de-icing salt, phosphorous and suspended solids.
3-115	Erosion and Sediment control plans.	May not offer the highest reduction of impact or the best impact mitigation strategy to minimize the impacts to our natural environment. Although the OMF is within Hopkins its close proximity to Minnetonka has the potential for negatively impacting the city's natural environments. City staff needs to ensure that the final plans are compliant with the city's regulation as it relates to any potential impact within Minnetonka's jurisdiction.	Although the OMF is located within the city of Hopkins, the city of Minnetonka would like to review the final plans and associated BMPs to ensure adequate protection to our adjacent water resources
3-123	Traffic operations analysis criteria does not appear to fully evaluate traffic impacts to the greater areas, but rather only to a small section around the track crossings near the OMF.	Does not look at the traffic impacts in the near the OMF.	Expand and look at a larger area.
3-123	Indicates a 35 second delay on K-Tel Drive and is not definitive that level of service (LOS) will not be LOS E or F.	LOS E or F is not acceptable to the city. It appears, based on this LOS, other intersections will be impacted.	Further information must be provided on how this delay and LOS will impact Shady Oak Road, Excelsior Boulevard, 17 th Avenue and 11 th Avenue.

Kadence Hampton

From: Skoch203 <Skoch203@comcast.net>
Sent: Tuesday, July 14, 2015 10:48 AM
To: swlrt
Subject: St. Louis Park resident's concerns

Good morning. I understand that StLP is back on the SWLRT radar. I thought it was agrees to and written that StLP would never be subject to the same nonsense again? Doesn't that mean anything to anyone? Move the bike trail! It is still a lot easier and cost effective over the tearing down of homes, businesses, electrical station that powers 3 communities, etc. I believe there is an element of the haves and have nots once again. Classism at its finest. I thought that the RR was the be all end all judge and they said no to the STLP tear down!! This is ridiculous and outrageously frustrating. 3221 Sumter Ave South. Shea Koch.

Kadence Hampton

From: Susanne Wollman <sjw2847@gmail.com>
Sent: Tuesday, July 14, 2015 9:49 AM
To: swlrt
Subject: SWLRT remaining issues

I am concerned that when the Kenilworth tunnel is fully engineered, the cost could escalate to an unacceptable level and the only published remaining viable alternative is the SLP Freight Rail Re-route. As a St. Louis Park resident, I want to strongly request that the Met Council change this language to include those alternatives, such as moving the bike trail. The current SDEIS lists none of these alternatives as viable. In fact, as part of a documented agreement, Hennepin County and Minneapolis agreed that the bike trail, when originally created, would be “temporary” until the corridor was required for light rail. I fail to see why this agreed about temporary bike trail is NOT listed as a viable alternative, especially when it would impact less people.

Susanne Wollman
2847 Zarthan Ave South
St. Louis Park, MN 55416

From: [Neil Baker](#)
To: [swlrt](#)
Subject: Light Rail in St Louis Park
Date: Thursday, July 16, 2015 3:40:22 PM

Dear Ms. Jacobson,

I would like to make sure that an oversight or screw up in SDIES will be corrected and no longer remain either. It has been brought to my attention that the latest "Alternatives" for co-location of freight and light rail in the Kenilworth corridor has some serious flaws and omissions. In the middle of this process, you may recall that there were several alternatives to co-location of freight and light rail in the Kenilworth corridor (the now agreed-option featuring a tunnel for light rail). One option that was included previously but is no longer listed was simple: Move the bike trail out of the corridor.

Apparently the [current SDEIS](#) lists none of these alternatives as viable. The only published remaining viable alternative is the SLP Freight Rail Re-route. This alternative has been roundly criticized by hundreds of families in St Louis Park as it would send countless daily trains within @ 100 hundred feet of the condominium complex in which I and 77 other families live. It would also go within 20 feet of the public park directly in front of our building.

Why is this an issue. I understand the risk all the families of St. Louis Park is that when the Kenilworth tunnel is fully engineered, the cost could escalate to an unacceptable level and, according to the SDIES, that only published remaining viable alternative (SLP Freight Rail Re-route) would go into effect since all other alternatives have been removed.

Therefore I and my family strongly request that the Met Council change this language to include all previous alternatives, including possibly moving the bike trail. In fact, as part of a documented agreement, Hennepin County and Minneapolis agreed that the bike trail, when originally created, would be "temporary" until the corridor was required for light rail.

Please let me know how and when you plan to address this. I would like to be present at that meeting.

Neil Baker
1550 Zarthan Ave S #515
St Louis Park, MN 55416
c: 262.853.9606

From: [Kathleen Pekach](#)
To: [swlrt](#)
Cc: [Richard Weiblen](#)
Subject: Liberty Property Trust - OMF at Site 9A
Date: Friday, July 17, 2015 2:49:36 PM
Attachments: [Scan.pdf](#)

Attached, please find a copy of Liberty Property Trust's response to the proposed OMF at site 9A. Original to follow via US Mail.

Thank you,

Kathy Pekach
Marketing Assistant
Liberty Property Trust
O 952.947-1100 D 952.833.5263
10400 Viking Drive, Suite 130, Eden Prairie, MN 55344
kpekach@libertyproperty.com

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This e-mail message is intended only for the personal use of the above named recipient(s). If you are not the intended recipient, you may not review, copy or forward this e-mail message. If you have received this communication incorrectly, please notify Liberty Property Trust immediately via e-mail or phone and delete the message accordingly.



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July 17, 2015

Nani Jacobson
Assistant Director, Environmental & Agreements
Metro Transit – SWLRT Project Office
6465 Wayzata Boulevard, Suite 500
St. Louis Park, MN 55426

Re: Comments of Liberty Property Trust Regarding OMF to be Located at Site 9A

Dear Ms. Jacobson:

Liberty Property Trust is the owner of the developed industrial properties at 1515 Sixth Street South, and 1600 Fifth Street South, Hopkins Minnesota, which will be taken for the proposed Operations and Maintenance Facility (OMF), Site 9A, Hopkins K-Tel East. As a property owner that will suffer the loss of two important industrial investment properties, we are deeply concerned about how this taking will impact us. We have reviewed the SDEIS and have the following comments on that document.

1. OMF Site 9A Selection Evaluation:

Our review revealed that Site 9A was not part of the original DEIS review and was only added as part of the SDEIS process and not subject to the same site selection evaluation that was done during the DEIS review. We understand that as part of the SDEIS analysis for a preferred OMF site a four step process was conducted that initially identified approximately 30 sites and through each step dismissed potential sites until site 9A was the final selection.

It appears to us that SDEIS failed to fully or properly evaluate the OMF site (identified in the SDEIS as site 9A) against comparable sites that were also being considered. We believe that additional information should be provided that will explain why site 9A was preferred over a number of others.

2. A Total Taking of the Liberty Property for OMF at Site 9A is Required

The SDEIS under Section 3.3.1.2 Acquisitions and Displacement indicates that there will be a full taking of both our industrial properties within the site 9A footprint. Liberty Property Trust concurs that any taking must be a full taking of each property.

The SDEIS notes that land which is acquired for the SW/LRT Project but not fully used for the OMF may be considered a remnant parcel and sold. Liberty Property Trust has no interest in buying back a remnant piece and there should be no expectation that such remnants will have any



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material economic value to Liberty. Liberty has previously conveyed this same information to representatives of the Met Council.

Liberty Property Trust has been an active participant in the public process and planning of the SWLRT. We are supportive of the project but recognize that a number of our properties will be taken if the project goes forward. Our concerns regarding the SDEIS reflect our past comments on the DEIS regarding our properties in Hopkins, Minnetonka and Eden Prairie, adjacent the Golden Triangle Station. Our earlier DEIS comments are attached for your convenience.

Finally, if the project goes forward, it is essential that our industrial tenants are fully compensated for their relocation costs and are given sufficient lead time to plan and execute a complex industrial plant relocation.

Liberty Property Trust

Richard Weiblen
Vice President, Development.

From: [Wanda Lambert](#)
To: [swlrt](#)
Cc: [Mark Wegner](#); [Victor Meyers](#); [Tina Ryberg](#)
Subject: Response to SDEIS
Date: Friday, July 17, 2015 2:34:15 PM
Attachments: [07172015123552300.pdf](#)

Good Afternoon,
Please find for inclusion in the office record the response of Twin Cities & Western Railroad on the Metropolitan Council's Southwest Transitway Supplemental Draft Environmental Impact Statement. These comments are set forth in the attachment.

Kind Regards,

Wanda Lambert
Twin Cities & Western Railroad Company
Minnesota Prairie Line, Inc.
Sisseton Milbank Railroad Company
2925 12th Street E.
Glencoe, MN 55336
PH: 320-864-7234
www.tcwr.net

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TWIN CITIES & WESTERN RAILROAD COMPANY

2925 - 12th Street East
Glencoe, MN 55336
(320) 864-7200
FAX (320) 864-7220

July 17, 2015

VIA EMAIL AND U.S. MAIL

Ms. Nani Jacobson
Assistant Director, Environmental and Agreements
Metro Transit – Southwest LRT Project Office
6465 Wayzata Blvd., Suite 500
St. Louis Park, MN 55426
nami.jacobson@metrotransit.org

Re: Response to Metropolitan Council's Southwest Transitway Supplemental Draft
Environmental Impact Statement

Dear Ms. Jacobson:

Please find for inclusion in the office record the response of Twin Cities & Western Railroad on the Metropolitan Council's Southwest Transitway Supplemental Draft Environmental Impact Statement. These comments are set forth in the attached.

Thank you.

Sincerely,

Mark Wegner

President

Twin Cities & Western Railroad

Phone: 320-864-7204

Email: mwegner@tcwr.net

Website: www.tcwr.net

Enclosure

Twin Cities & Western Railroad Company Response to Metropolitan Council's Southwest Transitway Supplemental Draft Environmental Impact Statement

Twin Cities & Western Railroad Company (TC&W) responded to the Southwest Transitway Draft Environmental Impact Statement (DEIS) in December 2012, and the issues raised in that response remain valid for this response. TC&W's response to the DEIS can be found at <http://tcwr.net/responsetodeis/>.

TC&W's comments should be viewed in the context that TC&W serves numerous Counties, Communities and Customers in south central Minnesota and South Dakota. Over the last 10 years our shippers and their customers have collectively invested over \$100 million in expanding and enhancing their freight rail facilities, creating additional jobs and economic growth in the area of rural Minnesota served by TC&W. These businesses have made these massive investments based on the understanding that their freight rail service will, at minimum, remain at its current level. This is a fair and reasonable understanding, given the protective mandate of the United States Surface Transportation Board (STB), which has exclusive jurisdiction over freight railroad transportation, including economics and service levels. Our response to the SDEIS, therefore, is made with the purpose of preserving TC&W's ability to continue to provide freight transportation economically and at current service levels.

Changes in Scope/Elements

There are two changes in scope/elements from the October 2012 DEIS to the May 2015 SDEIS that affect TC&W.

- **Freight Route:** The SDEIS avoids the relocation of freight traffic traversing north on the CP MN&S line (from a point in St. Louis Park just east of Louisiana Avenue), and instead continues freight traffic traversing north via the Kenilworth Corridor (at Cedar Lake Junction just west of downtown Minneapolis). This results in a co-location of freight trains and light rail between these points and through the Kenilworth Corridor (co-location was planned from approximately Shady Oak Road in Hopkins to the point in St. Louis Park just east of Louisiana Avenue in both the DEIS and the SDEIS). TC&W will refer to this change as "Co-locate" within this document.
- **Freight Alignment Change:** The SDEIS contemplates moving the SWLRT from the north side of the existing freight rail to the south side of the future freight rail location, by shifting the freight rail to the current bike trail alignment by angling the freight rail north, just east of 169, and building a bridge to carry the LRT from north of the freight rail to south of the freight rail just east of Hopkins. TC&W will refer to this change as "Alignment Change" within this document.

Comments Related to above Scope/Element Changes

Freight Route – Service Disruption during Construction:

TC&W staff and consultants worked diligently with Met Council's staff and consultants from January 2013 until present to arrive at a plan that would retain the freight service south central Minnesota depends on, while at the same time preserving the "Locally Preferred Alternative" (LPA) for the Southwest Transitway.

There have been extensive documentation and discussion of the engineering and construction challenges of building the SWLRT in the Kenilworth Corridor from the point southwest of the lagoon connecting Cedar Lake to Lake of the Isles to the point where the LRT's Lake Street station is planned. It is TC&W's understanding that with the SDEIS, the SWLRT is at the approximately 30% engineering phase. The discussions with Met Council and staff have occurred with the understanding that TC&W will allow the SWLRT contractors to work during the day and the freight trains will be able to operate safely from the close of the SWLRT construction day until the beginning of the following construction day. This will delay freight rail, but with careful planning, managing and communication it can be done. It has also been noted at the 30% engineering phase that the bridge swap at State Highway 100 would create a significant service outage for TC&W customers. Having TC&W cease operations during construction for periods longer than the work windows described above would be disruptive to TC&W's service obligation that its customers rely upon.

Freight Route – Safety & Public Perception:

Our comment is made in the context that freight railroad operations are largely a mystery to the general public. They get noticed if the motorists must stop at a railroad crossing for a train, or a derailment makes the news, but otherwise the general public has little knowledge of freight railroads. Unfortunately, public perceptions of freight rail service are colored by highly publicized but relatively isolated incidents such as the ignition of flammable Bakken crude oil that occurred when a train derailed and ruptured in December 2013 in eastern North Dakota. Most Minnesotans do not know that 99.99997% of freight rail shipments arrive safely at their destinations.

Given the public's current perception of freight rail (particularly the safety of freight rail), it is important that Met Council communicate with the affected neighborhoods not only the safety precautions built into the construction plan, but also any contingency plans should a natural disaster occur during construction (wind storm, rain, deluge, etc.). Also, an emergency response plan ought to be part of the construction plan and this should be communicated to the affected neighborhoods and public officials.

Freight Alignment Change – Cost cutting options affecting TC&W:

Our comment is made in the context of the announcement in April 2015 that the costs of the SWLRT, as shown in this SDEIS had increased to approximately \$2 billion. The reaction by elected officials and decision-makers, since that announcement, has been to cut the costs of the SWLRT to approach the earlier \$1.6 billion estimate.

In comments relating to the Alignment Change, the SDEIS discusses, as a result of the Alignment Change, the elimination of the side tracks that TC&W currently uses for sorting freight and staging freight cars. The SDEIS does not mention building replacement track capacity at a location further west along the TC&W. Replacement track capacity must be built by Met Council as part of the cost of the SWLRT project in order to meet Federal STB requirements and preserve the existing shipper service levels provided by TC&W to its customers. The expense of providing replacement track capacity must be factored into the project, and cannot be included in the cost cutting being considered by the Met Council. It should also be noted that severing the southerly connection from the CP Bass Lake Spur to the CP MN&S is not a cost cutting option as this connection provides freight rail access for grain producers in south central Minnesota to move their product to the river barge terminals located in Savage, MN.

Conclusion

TC&W remains committed to providing safe, efficient and reliable freight service to its south central Minnesota customers, as well as providing safe passage through the neighborhoods in the Twin Cities metropolitan area in which we operate. As planning moves towards 90% engineering, within the context of cost cutting, the safe passage of freight during and after SWLRT construction and effective and continuous operations must not be compromised.

Attached is a list of the Cities, Counties and Customers that provided letters of support of TC&W's response to the DEIS (<http://tcwr.net/responsetodeis/>). All of these constituents remain extremely interested in the SWLRT process with respect to the preservation of their freight rail service.

List of entities that responded to the DEIS in support of TC&W's response

ADM – Benson Quinn (Minneapolis, MN)
Agri-Trading (Hutchinson, MN)
Bird Island Bean Co, LLC (Bird Island, MN)
Bird Island Soil Service Center (Bird Island, MN)
Central Bi-Products (Redwood Falls, MN)
Clifton Co-op Farmers Elevator Association (Clinton, MN)
Cloud Peak Energy Resources, LLC (Decker, MN; Broomfield, CO)
Co-op Country Farmers Elevator (Renville, MN)
Corona Grain & Feed (Corona, SD)
Dairy Farmers of America (Winthrop, MN)
Equity Elevator & Trading Company (Wood Lake, MN)
Farmers Co-operative Elevator Co. (Hanley Falls, MN)
Farmers Union Coop Oil Company (Montevideo, MN)
Farmers Cooperative Oil & Fertilizer (Echo, MN)
FGDI (St. Louis Park, MN)
Form-A-Feed, Inc. (Stewart, MN)
Glacial Plains Cooperative (Murdock, MN)
Granite Falls Energy, LLC (Granite Falls, MN)
Hanley Falls Farmers Elevator (Hanley Falls, MN)
Heartland Corn Products (Winthrop, MN)
L.G. Everist, Inc. (Sioux Falls, SD)
Lyman Lumber Company (Excelsior, MN)
Meadowland Farmers Coop (Lamberton, MN)
Midwest Asphalt Corporation (Hopkins, MN)
Minnesota Grain & Feed Association (Eagan, MN)
Minnesota Valley Regional Rail Coalition
Mosaic Company (Savage, MN)
RPMG Inc. (Shakopee, MN)
Seneca Foods Corporation (Glencoe, MN)
Seneca Foods Plant (Arlington, MN)
South Central Grain & Energy (Fairfax, MN; Gibbon, MN; Hector, MN; Buffalo Lake, MN)
Southern Minnesota Beet Sugar Cooperative (Renville, MN)
Step Saver, Inc. (Redwood Falls, MN)
United Farmers Cooperative (Winthrop, MN)
Western Consolidated Cooperative (Holloway, MN)
Western Co-op Transport Association (Montevideo, MN)
Wheaton Dumont Co-op Elevator (Wheaton, MN)
United Grain Systems, LLC (Winthrop, MN)

City of Arlington
City of Bird Island
City of Buffalo Lake

City of Glencoe
City of Hector
City of Milan
City of Montevideo
City of Morton
City of Norwood Young America
City of Olivia
City of Plato
City of Sacred Heart
City of Stewart
City of Winthrop

Big Stone County
Carver County
Grant County (South Dakota)
McLeod County
Minnesota Valley Regional Rail Authority
Redwood Area Development Corporation
Redwood County
Upper Minnesota Valley Regional Development Commission
Renville County
Renville County HRA/EDA
Roberts County
MinnRail, Inc.
Sibley County Economic Development Commission
Sibley County Auditor
Sibley County
Sibley County Attorney
Wright County
Yellow Medicine County

From: [John Erickson](#)
To: [swlrt](#)
Cc: [Ginis, Sophia](#)
Subject: SDEIS Response
Date: Friday, July 17, 2015 1:41:35 PM

July 17, 2015

RE: Supplemental Draft Environmental Impact Statement Comments

To whom it may concern:

On behalf of the elected Board of Directors of the Cedar Lake Shores Townhome Association (CLSTA), we are responding to the Supplemental Draft Environmental Impact Statement (SDEIS) issued for the Southwest LRT project. Our association is comprised of fifty-seven homeowners and we are located immediately to the west/north of the freight rail tracks between the Lake St. bridge and Cedar Lake Parkway (also known as the pinch point of the proposed fifteen plus miles SWLRT line). We have both concerns and comments about this document that we believe need to be addressed and considered in order to protect our homes and neighborhood should this transportation project be approved and funded. In the following paragraphs and with appropriate reference to the SDEIS document, we will highlight our concerns or comments.

Light Rail Tunnel

We continue to strongly support the building of this tunnel from just north of the Lake St. bridge to north of Cedar Lake Parkway (p. 2-52). This is the singularly most important change from the original DEIS and the only recommended solution that provides for the maintenance of our immediate neighborhood and our homes as well as the continuation of the current trails, freight rail traffic and LRT development in the Kenilworth corridor portion of the proposed LRT route. We also need to add that in addition to the challenges during the construction phase of the tunnel for all of our homeowners, particular attention will need to be given to vibration, noise, bell and light mitigation for those homes immediately adjacent to the SWLRT tunnel entrance.

Freight Rail

In order to build the LRT tunnel in the Kenilworth corridor, freight trains will have to be temporarily moved closer to our homes. The SDEIS states that this movement will last for approximately one week (section 3.196). The SDEIS also states that the freight rail speed of 10 mph or less will be maintained during construction and beyond (Table 3.1-4). We want to strongly support both of these plans as they will greatly enhance safety for workers and residents, reduce the need to remove vegetation and trees on our property and ultimately

make the construction phase more tolerable.

Vibration

Ground Borne Noise (reradiated noise from ceilings and walls) is one of the issues noted in the SDEIS that will have impacts on our homes (3.4-14, p.3-187). Specifically, three unidentified impacts on our townhomes are noted and there are references to "vehicle source input characteristics". As we do not feel we currently know enough about this expected effect and what can be done to mitigate it, we need additional engagement about this issue. Until that occurs, we have very serious concerns about what this means for our association.

Noise

Station related bells will produce a very intrusive noise to nearby homes and neighborhoods (88dBA according to Appendix H-5). We know this is a standard issue in LRT operations. What we don't know is whether the specific design for the West Lake Street station and surrounding immediate area can be adjusted or whether there are any available mitigation strategies to reduce these decibel levels. We strongly urge that creative design efforts be employed to address this old but continuing serious problem in LRT operations.

Visual Quality and Aesthetics

The SDEIS states that the overall impact of the LRT development near us is "substantial" as it relates to these important considerations (Section 3.167). It also notes that "..the Council will consider mitigation measures for visual quality impacts that are deemed substantial..." (p. 3-168). We are requesting that whatever can be done to preserve the current natural world ambience of this portion of the corridor be implemented. Also, we have a unique problem related to LRT lights at night. Because of the LRT track curvature going downtown out of the West Lake Street station into the tunnel entrance, certain townhomes in our association may be lit up. We believe that possibility can be mitigated by placing something on top of the rail crash wall. We strongly urge the design team to look at this problem and create a reasonable solution.

Closing

Thank you for both the opportunity to read and respond to the SDEIS. We sincerely hope that our concerns expressed in this memorandum are addressed in the final design. If we can be of any assistance in achieving that goal, please don't hesitate to contact us.

Sincerely,

Richard Johnson, President CLSTA Dickatcls@aol.com

John Erickson, Vice President CLSTA eldonjohn@hotmail.com

From: [Tom Cremons](#)
To: [swlrt](#)
Subject: SWLRT SDEIS comments
Date: Friday, July 17, 2015 8:29:47 AM
Attachments: [2015 July sdeis comments.doc](#)

Attached is a letter commenting on the recently released SWLRT SDEIS for inclusion in the record.

Thomas P. Cremons
3035 Brunswick Ave. S
St. Louis Park, MN 55416
July 17, 2015

Nani Jacobson
Assistant Director, Environmental and Agreements
Metro Transit – Southwest LRT Project Office
6465 Wayzata Blvd., Suite 500
St. Louis Park, MN 55426

To Whom It May Concern:

I would like to take this opportunity to comment on the recently released supplemental DEIS for the Southwest LRT project.

My primary concerns with the document lie in three specific areas:

The first is the description of the process for selecting option 3A, specifically relating to citizen input. In the process of selecting this alternative, the objections of the residents of the affected neighborhoods in Minneapolis as well as the objections of the City of Minneapolis itself were discounted. The consent of these entities was granted, with great reluctance, only after they had been promised, or thought they had been promised, that freight rail would be removed from the Kenilworth corridor. At the same time, citizens of St. Louis Park who would be impacted by the freight rail reroute were being told that freight relocation was a separate project and that neither their concerns nor the additional costs associated with moving the freight traffic would be considered as part of the route selection process. The lack of openness in dealing with the freight issue distorted the process which resulted in the selection of option 3A. The reality that these issues and the concerns of the affected communities were not dealt with in an open, honest manner has poisoned this project from the beginning, causing years of delays and tens of millions of dollars of extra expenditures.

My second concern is the retention of the “Brunswick Central” plan as an option for dealing with the freight problem. All of the freight relocation options, including “Brunswick Central” have encountered strong opposition in St. Louis Park due to concerns about safety, community cohesion, noise, sound and air pollution, impacts to the school system, and livability issues for those living near the tracks. In fact, the “Brunswick Central” option is among the most expensive of all the options considered and requires the taking of more property than most of the other options. Co-location of freight and LRT at grade in the Kenilworth corridor, by relocating the trail, is far less expensive and requires the taking of little or no property. In fact, the land on which the trail was built was acquired by the Hennepin County Regional Railroad Authority specifically for future transit needs and the lease between the HCRRA and the City of

Minneapolis specifies that the trail is to be abandoned if the land is needed for transit development. By any objective criteria, the at grade co-location option should have been retained and the “Brunswick Central” option should have been discarded.

Finally, I am concerned about the lack of study and citizen input regarding the “southern connection” between the Bass Lake Spur and the MN&S. This is a very expensive, unnecessary and potentially destructive feature in a project that is grossly over budget before one shovel of dirt has been turned. Businesses will be removed and jobs will be lost to construct this connection. The construction of this direct connection between the Bass Lake Spur and the MN&S will greatly increase the efficiency, ability and likelihood of the railroads to run more frequent and longer trains, possibly including 100 plus car unit trains from the eastbound Bass Lake Spur onto the southbound MN&S as well as in the opposite direction. This has the potential to cause major traffic problems as well as noise, safety, pollution and neighborhood livability issues in St. Louis Park as well as communities to the south, all the way to the Minnesota River. To my knowledge, little or no study has been done regarding these impacts, nor have these communities been truly informed of the implications or given a chance to respond. As with many issues in the past, these impacts will be a direct result of the SWLRT project but are not being adequately considered.

I strongly believe in transit and in the need for better transit options for the southwest metro area. If the route selection and planning process for SWLRT had been truly open, honest, objective and comprehensive, the project would probably be have been completed by now at a reasonable cost and we would now be riding on it. Because the process was flawed from the beginning, millions of dollars have been wasted, not one rail has been laid and the budget has doubled with no end in sight. Continuing to follow the same flawed path will, I fear, only lead to more delays, more expenses and, possibly, the death of the SWLRT project.

Sincerely,

Tom Cremons

From: CDeJarlais@bachmans.com
To: [swlrt](#)
Cc: DBachman@bachmans.com
Subject: SWLRT SDEIS
Date: Friday, July 17, 2015 9:58:52 AM
Attachments: [SWLRT SDEIS from Dale Bachman 071715.pdf](#)
[pic13261.jpg](#)

Good morning,

Attached is a letter from Dale Bachman, Chairman/CEO of Bachman's, Inc., expressing comments relative to the SWLRT SDEIS.

As indicated on the document, we have also sent the original of this letter to Ms. Nani Jacobson via US Mail; we elected to send it via email, as well, as the deadline for comments of July 21, is fast approaching.

Thank you,
Cherie DeJarlais

(See attached file: SWLRT SDEIS from Dale Bachman 071715.pdf)

Cherie DeJarlais
Bachman's Executive Offices
Phone: 612-861-7691
Fax: 612-861-7745

(Embedded image moved to file: pic13261.jpg)

BACHMAN'S

July 17, 2015

SENT VIA US MAIL and EMAIL

Ms. Nani Jacobson
Assistant Director, Environmental and Agreements
Metro – Transit – Southwest LRT Project Office
6465 Wayzata Boulevard, Suite 500
St. Louis Park, MN 55426

Dear Ms. Jacobson:

The purpose of this letter is to provide comments for Bachman's, Inc. and its Eden Prairie location, 770 Prairie Center Drive, on the SWLRT Supplemental Draft Environmental Impact Statement (SDEIS).

Chapter 2: Alternative Considered:

All of the rail alignments recommended in the original DEIS showed the SWLRT line along Technology Drive. This reasonably demonstrates that the preferred route and the route best suited for the SWLRT is along Technology Drive. We understand the SDEIS was authorized to review this alignment based on political requests by the City of Eden Prairie and a few impacted businesses. However, it must be assumed that Technology Drive is the most advantageous alignment for the efficient operation of the rail corridor as originally concluded. If the line could be located on the north side of Technology Drive the objections of those businesses could be resolved. Moving the line from Technology Drive will do the following:

- Lengthen travel times
- Impact more businesses
- Impact more roads and intersections
- Require the construction of a new road
- Require crossing more intersections
- Create more safety risks

We appreciate the fact that the at-grade alignment along Singletree and Prairie Center Drive is not being considered. We have significant concerns about that alignment for safety reasons and negative access impacts on our property. We prefer a north side of Technology Drive alignment to the proposed alignment along the steep slope between Bachman's and Costco.

Ms. Nani Jacobson
Metro-Transit-Southwest LRT Project
July 17, 2015

Chapter 3.2 Eden Prairie Segment, Wetlands:

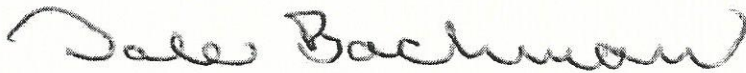
We have concern about the impact to the steep slope and the Costco stormwater pond/wetland along the north side of our site. The impact of grading is not addressed adequately in the SDEIS. We would request the Project Office to provide grading plans as they become available to ensure that the grading of the steep slope does not negatively impact our property. In addition the SDEIS notes that the Costco stormwater pond/wetland will be impacted. We are concerned about the potential impact that may occur with the removal/replacement of the Costco pond. Additional information must be provided on how and where the stormwater pond will be replaced.

Chapter 3.2 Eden Prairie Segment, Acquisitions:

The Construction Plans available on the Project Office website show the project will need a temporary construction easement along the north side of our property. The proposed easement is shown to come up against our north wall and within our parking, loading dock, and storage areas. We require more information on the length and impact of the construction work on our store operations. We must not lose access to our only loading dock. Losing access to our only loading dock would have significant negative impact on our business operations.

Thank you for this opportunity to provide comments on the SDEIS.

Sincerely,

A handwritten signature in dark ink, appearing to read "Dale Bachman". The signature is fluid and cursive, with the first name "Dale" and last name "Bachman" clearly distinguishable.

Dale L. Bachman
Chairman / Chief Executive Officer

DLB:cad

From: [Diane Hedges](#)
To: [swlrt](#); Anne@AnneMavity.org
Subject: SW Light Rail Freight Bridge
Date: Friday, July 17, 2015 10:20:10 PM

I just read an e-mail from Irene Elkins in the Nextdoor Brookside. She said:

I was concerned to learn about an issue that I suspect most residents in my Brookside (and other neighborhoods south of Excelsior and west of 100) may be unaware of that could potentially adversely affect our neighborhoods. According to Safety in the Park, the current SDEIS plan (part of Southwest light rail planning) eliminates the freight rail switching wye in the Elmwood neighborhood, replacing it with a very expensive freight-rail bridge, offering freight trains a route south through the Elmwood, Brookside, and Brooklawn neighborhoods, through Edina's Todd Park neighborhood, etc.. This new bridge would make it easy for freight trains, potentially in large numbers, to move through these communities. While this may benefit the railroads, as taxpayers, we would be paying for something that would negatively impact livability - and likely property values- in our neighborhoods. I would therefore encourage similarly concerned residents to contact our SLP City Council to support the comparatively less-expensive possibility of adding a light-rail bridge over the wye (which would allow the SWLRT project to proceed) or at the very least, to advocate that money for mitigation should be set aside to offset the livability issues. If concerned, please contact Ms. Nani Jacobson, Project Manager, at SWLRT@metrotransit.org, as well as to ask our City Council to speak out in their official comment. The deadline for commenting is July 21, 2015. City Council members e-mails are available on the following website: <http://www.stlouispark.org/contact-infor...> (Scroll down until you get to Mayor Jacobs e-mail, followed by those of other City Council members). Thanks!

If this is the case, I would be very opposed to the expensive freight-rail bridge. I live on Brookside and the train runs right next to my house and Jackley Park. I'd hate to see and hear more trains than we already deal with.

Diane Hedges

From: [Anna](#)
To: [swlrt](#)
Subject: Considerations
Date: Sunday, July 19, 2015 3:47:28 PM

Greetings- I understand there is still a small chance the bike trail may be replaced bY the new light rail by the kenwood area . Is there any consideration for a multi level track/path? Rail on lower level and bike rail on top? Share the space. Doesn't that seem to be a viable option?

Thank you,

Anna Mulfinger
St. Louis Park

Please excuse typos
Sent from my iPhone

From: [Angie Erdrich/Sandeep Patel](#)
To: [swlrt](#)
Subject: SDEIS- One Citizen Response
Date: Sunday, July 19, 2015 6:14:41 PM

The SDEIS fails to adequately study safety and environmental impacts, especially in two areas:

1. Temporary freight (what we have now) should not be considered an existing condition. All visual, noise, vibration, safety and other environmental impacts should be measured from a basis of no freight and no light rail.
2. The SDEIS does not address the safety of co-locating freight trains (which presently carry hazardous materials like anhydrous ammonia and ethanol) through what is now going to be a very narrow pinch point. These hazardous trains will now be squeezed in next to homes, parks, trails, passenger trains, and electrical wires...all located between two lakes. Ethanol spills/explosions carry across bodies of water. These issues are not addressed in the current SDEIS.

I oppose this SWLRT route. I have written and participated in your processes and have given feedback to the Met Council and numerous politicians over the past two years. I have done everything my time allowed to fight this route and co-location. I am currently drafting a public apology to future generations to be signed by as many neighbors as I can get. I would LOVE to be on the wrong side of history on this one but if not, at least I can say that I tried my best to fight this and I will continue to fight it.

Angela Erdrich, MD
2217 Oliver Ave S
Minneapolis, MN 55405

Home: (612) 377-5632
Angie Cell: (612) 516-6866

Lebold, BillieJo

From: Jeanette Colby <colbyjeanette@gmail.com>
Sent: Sunday, July 19, 2015 11:02 PM
To: swlrt
Subject: Comments on the 2015 Supplementary DEIS

Dear Southwest Project Office Team,

Please find attached my personal comments on the 2015 Supplementary Draft Environmental Impact Statement.

Regards,

Jeanette Colby



[Comments on the SW LRT SDEIS.docx](#)

Comments on the Southwest LRT Supplementary Draft Environmental Impact Statement July 20, 2015

Submitted by Jeanette Colby
2218 Sheridan Ave South, Minneapolis

To the Metropolitan Council:

As you know, the process that led us to the Supplementary DEIS for the SWLRT has been riddled with political and technical problems and, sadly, the 2015 SDEIS continues in this vein.

In addition to downplaying or ignoring critical environmental issues with the latest iteration of LRT in the Kenilworth Corridor, it completely overlooks the fact that the temporary freight rail is being transformed into permanent infrastructure.

I will comment here on just a few of the most pressing specific issues:

1) Visual Impacts will be substantial throughout the Kenilworth Corridor



The Kenilworth Trail, where open green space and trees are highly valued

The 2012 DEIS correctly stated that SWLRT visual impacts would be substantial throughout the corridor. This statement included the premise that freight rail would be removed. Now, the

2015 SDEIS states that only about half of the corridor will be substantially impacted by the introduction of LRT and its infrastructure, as well as the introduction of permanent freight rail and its infrastructure. The SDEIS deems the area north of the Burnham Bridge as “not substantially impacted.”

Regardless of the methodology used (and well-articulated in the SDEIS attachments), this is an absurd statement. Freight and LRT tracks, overhead catenaries, 220 daily LRT trains, and an increasing number of freight trains will replace open space, green space and trees. It should be clear to anyone who has walked, bicycled, or otherwise found peace and recreation in the beauty of the Kenilworth Corridor that the visual impact throughout the corridor will be substantial and must receive the highest, most thoughtful level of mitigation.

Also absurd is the idea that an LRT station would be a positive visual addition to the area at 21st Street, currently a green space at the edge of Cedar Lake Park. Even with the smallest of the proposed station types, the replacement of trees with metal, wires, cement, and fencing will clearly have a negative visual impact in this park-like environment.



A station on University Avenue: A harsh built structure would replace natural elements at 21st Street

2) Noise impacts are underestimated in the SDEIS

The Kenilworth Corridor is quiet. When I'm working in my yard, I can often hear trail users conversing. Last summer, I heard a cyclist fall hard and was able to call 911.

Adding 220 LRT trains per day to this quiet, tree-lined recreational and bicycle commuting trail area will be a major environmental disruption, critically increasing noise even if moving LRT trains were the only noise source. However, train braking, crossing and station bells, mechanized announcements, and other activity at the proposed 21st Street Station will add to the noise impact. The corridor will be permanently changed from a uniquely tranquil area to one in which many neighborhood residents – not just those few in properties identified in the SDEIS – will have only two hours (between 2:00 a.m. and 4:00 a.m.) of uninterrupted quiet. This impact is substantially worse with co-location at grade, with freight bringing its own set of noise impacts.

The 2012 DEIS identified 96 moderate and 406 severe neighborhood noise impacts with co-location at grade between the proposed West Lake station and the proposed Penn Avenue station. More specifically, between 21st Street and Penn Avenue the DEIS identified 67 moderate noise impacts and 7 severe impacts with co-location at grade. The 2015 SDEIS, however, says there would be only 28 moderate and two severe impacts in all of Kenilworth with LRT and freight rail co-location at grade. The SDEIS states that the tunnel will address many noise impacts, especially on the adjacent townhouses and condos south of Cedar Lake Parkway. However, north of the Kenilworth channel freight and light rail run would together at grade per the SDEIS. The SDEIS does not explain, nor did the Southwest Project Office explain when I requested information on June 12, 2015, why 55 of the 67 moderate impacts and six of the severe impacts north of 21st Street have been downgraded or eliminated in the SDEIS. The discrepancy between the DEIS and the SDEIS, when both looked at co-location at grade between the Kenilworth Channel and the Penn Avenue station, remains a mystery.



A quiet snowy day on the Kenilworth Trail

3) SDEIS overlooks public safety issues

The proposed SWLRT 21st Street Station is situated in very close proximity to the beautiful Cedar Beach East (Hidden Beach). While this beach is used by hundreds of law-abiding sunbathers and swimmers in the summer, it is also known by some as a place to use drugs and alcohol. This beach annually generates among the most citations of any park in the state, and most violators come from cities other than Minneapolis according to police reports. An SWLRT station at this location will have particular public safety issues and needs. The Met Council must be responsible for designing a station area that won't exacerbate problems that the neighborhood has fought for many years.

Further, the SDEIS does not consider the infrastructure or access needs of emergency responders should a fire, police, or medical emergency occur in or near the Kenilworth Trail area, at Cedar Beach East, Cedar Lake Park, or Upton Avenue South if LRT and freight rail occupy the corridor.



Firefighters unable to access a grass fire in Cedar Lake Park because of a passing freight train

4) Freight rail is a new, permanent project

When freight rail was reintroduced into the Kenilworth Corridor, it was done so on a temporary basis. Until 2013, all studies and plans for LRT in the Kenilworth Corridor assumed that freight would be moved to make way for LRT. The Met Council now proposes to upgrade and make permanent the freight infrastructure used by one private company, even claiming in the SDEIS that doing so is a Metropolitan-area need that the SWLRT project should meet.

The myriad environmental impacts of this new, permanent freight project – which will transport hazardous materials in a narrow urban corridor next to passenger trains and trails – must be completely and thoroughly studied. The current SDEIS does not do so, and in fact barely touches on the co-location element of the revised SWLRT plan.



From: [kristina.patterson](#)
To: [swlrt](#)
Subject: Brookside resident light rail concern
Date: Monday, July 20, 2015 6:45:26 PM

I support the comparatively less-expensive possibility of adding a light-rail bridge over the wye (which would allow the SWLRT project to proceed) or at the very least, to advocate that money for mitigation should be set aside to offset the livability issues.

Thank you

Kristina Patterson

From: [Arlene Fried](#)
To: [swlrt](#)
Subject: Danger of Co-location of Freight and Lightrail
Date: Monday, July 20, 2015 5:47:52 PM

Danger of Co-location of Freight and Light-rail

I am opposed to the SWLRT co-location of freight trains and light-rail.

I want to make the point that the freight cars carrying flammable liquids can leak or exude flammable fumes and should not be located adjacent to light-rail and light-rail's electrical wires because of the danger of an explosion. This is particularly dangerous in the Kenilworth residential area. Co-location should be banned.

Arlene Fried
1109 Xerxes Ave.
Minneapolis, Mn 55405
Co-founder of Park Watch
www.mplsparkwatch.org

From: [Doug Jones](#)
To: [swlrt](#)
Cc: [Sue Sanger](#)
Subject: Light-Rail Alternative and the Southern Arm
Date: Monday, July 20, 2015 3:07:34 PM

Dear Ms. Jacobson,

On behalf of myself and our 86 members I want to express our chagrin to learn that the Met council, with the current SDEIS, was going back on their original agreement to move the bike trail rather than reroute rail traffic thru SLP if the Kenilworth Tunnel fully engineered out becomes too expensive. Clearly the entire SWLRT project's cost are escalating at such a rate that the economic viability not to mention funding is suspect.

At the very least we need to begin taking steps that pass the test of common sense and make it clear that if the Kenilworth tunnel once fully engineered out is cost prohibitive then we will move the bike trail rather than reroute an entire freight line. In addition, we need to demonstrate stewardship to our citizens by planning the addition of a Light-Rail Bridge over the wye for the Southern Arm rather than embarking on the more expensive and intrusive alternative of building a new Freight Rail Bridge.

Sincerely,
Doug Jones
President
Pointe West Commons Homeowner Association
St. Louis Park, MN

From: [Paul Petzschke](#)
To: [swlr](#)
Subject: Response to SDEIS regarding construction of Shallow Tunnel
Date: Monday, July 20, 2015 11:25:21 PM
Attachments: [Response to SDEIS F.docx](#)

Met Council,

Here's my response to the SDEIS.

Paul Petzschke

--

Paul Petzschke
paulptz@elitemail.org

Executive Summary:

Calhoun-Isles Condominiums are converted 90 year old grain silos located at the narrowest point, commonly called the “pinch-point”, along the proposed Southwest LRT route. To accommodate the passage of two LRT rails, the Kenilworth Bike Trail, and the single TC&W heavy railroad track through this narrow gap, a shallow or “cut-and-cover” tunnel is proposed to be constructed for the LRT tracks, with the TC&W line and bike path to be above the tunnel at grade. Construction of the proposed tunnel comes within two feet of the Calhoun-Isles footings.

In April 2015, a high frequency vibratory hammer driving technique was used to install sheet piling at a six-story apartment site located at 3118 West Lake Street. Heavy vibrations were felt and structural damage occurred at the adjacent site of Loop Calhoun Condominiums, 3104 W Lake St., and at Calhoun-Isles Condominiums, located 180 feet away at its closest point. These damages and vibrations resulted in the cessation of construction and the implementation of a different method for installing pilings, namely an “H” pile structural piling system.

Seismic readings recorded at Calhoun-Isles by engineering firms contracted by the construction companies’ engineers did not correlate to vibrations and damages incurred. Whether these inconsistencies were the result of the unique structure of Calhoun-Isles concrete silo construction or unknown environmental conditions is unknown.

Furthermore, it has been learned that a hydraulic “press-in” technique is typical to an installation more common to a harbor, waterway or soft soils conditions. This condition does NOT exist in the 3118 Lake Street environs.

Therefore, we feel the Met Council’s two stated techniques for driving the needed sheet pilings for the construction of the shallow tunnel are not suited for the conditions found in the Kenilworth Corridor. The hydraulic, high-frequency vibratory hammer method presents a unique risk to residents and structure at Calhoun-Isles. The hydraulic “press-in” method is not feasible given the soil conditions that exist.

We urge the Met Council to suspend the SDEIS process, to develop a viable method for installing sheet piles or its facsimile, and to demonstrate the feasibility of this yet-to-be-developed method at the “pinch-point”. If this rigorous, but necessary process is not accomplished successfully, there is concern that the construction of the shallow tunnel will not be able to go forward, that private residences will need to be expropriated, and that the two LRT rails, the Kenilworth Bike Trail, and the railroad track will all wind up at grade at the south end of the Kenilworth Corridor.

Findings:

Trammell Crow acquired the 1.89-acre site at 3118 Lake Street to develop a six-story apartment building with 164 units. Trammell Crow hired Big D to construct the apartment complex. Big D hired AET (American Engineering Testing) to do monitoring and engineering work and Trammell Crow hired Braun Intertec to do replicate monitoring and engineering work.

The construction phase of the project began in early 2nd quarter 2015. Two types of piling were installed at 3118 Lake Street, driven “H” piles and Sheet Piles. The driven “H” piling that was installed in mid-April caused initial neighborhood concerns and damage to both Loop Calhoun and Calhoun Isles Condominium Associations. Only a limited number of driven “H” piles were installed, and this phase of the project is complete. In late April and early May, Dig D conducted various trials using vibratory hammers to install sheet piles.

On April 30th, the Calhoun Isles Condominium Association Team met with Big D, American Engineering Testing, and Braun Intertec personnel on the 10th floor of the Calhoun Isles High Rise to discuss the status of the construction project and to help gain further insights on its impact on the High Rise. During the meeting, we learned that no pre-existing condition surveys were recommended for our Association because it is ~180 feet away from the nearest point of the construction site. It was thought that our Association buildings were too far away from the construction site to be damaged.

This situation was quickly addressed by installing monitoring devices in the High Rise to obtain vibration measurements. The results of these measurements are pending. The preliminary indications from the monitors supported the initial assumption. The readings were at the low end of scale; in fact, the monitors had to be adjusted, in order to obtain any readings at all. It was also agreed that American Engineering Testing would conduct pre-existing condition surveys at Calhoun Isles.

This meeting was held while trials using vibratory hammers to install sheet piles were occurring. The High Rise is ~180 feet from the construction site. The vibrations that were felt in the 10th floor conference surprised Big D, American Engineering Testing, and Braun Intertec.

Despite the low readings on the monitors, seven High Rise and three Lateral units have since reported damage as a result of the construction activities. A number of home owners reported feeling high levels of noise and vibration during the April/early May construction activities. Vibrations were felt in the elevators.

Given the fact that the shallow tunnel construction is to occur within 2 to 3 feet (not 180 feet) of the High Rise, our Calhoun Isles Condominium Association Team had a number of follow-up discussions about the impact that the SWLRT would have on our Association Buildings. The vibratory sheet piling installation is one of the options that the Met Council is considering for the construction of the shallow tunnel.

The speed of sound through concrete is as much as 3600 m/s; it is a very effective vibration transmitter. The High Rise was constructed from a series of grain silos. The concrete footings that support the silos go well below ground level. It is a unique building not only when compared to other local structures, many of which are wood construction atop concrete foundations (wood will not transfer vibration energy nearly as well as concrete will). It is also unique compared to other tall concrete structures in the area as its walls are ultra-thick. The entire structure is great at transmitting sound and vibration.

The High Rise has a number of features, which are susceptible to vibration. The underground garage was built when the silos were converted to residences. Three elevators were installed in the High Rise. The silos have an exterior stucco coating; it is a high-maintenance exterior. Balconies have been installed on nearly all High Rise units.

Based on discussions with a number of civil engineers and physicists, the impact on the High Rise from vibratory hammers to install sheet piles at a distance of 2 to 3 feet could be catastrophic. The possible consequences include:

1. Damage to nearly all the resident units in the 3151 Building (the structure closest to the proposed SWLRT line).
2. The elevator service in the High Rise would probably need to be shut down because of safety concerns.
3. The stucco could fall down in sheets due to resonance effects. This situation could result in injury or worse to residents.

4. The integrity of balconies could be compromised. This situation could result in injury or worse to residents.
5. The integrity of the garage could be compromised. This situation could result in injury or worse to residents.

On May 18th, Big D announced that the vibratory sheet piling installation was halted, that any installed sheet piling will be removed, and that an alternate foundation system will be developed. We since learned that the damage that the vibratory sheet piling installation caused to Loop Calhoun (primarily) and Calhoun Isles (secondarily) during the trial period was instrumental in the abandonment of this approach at the 3118 Lake Street Site. All the sheeting piling that had been installed has since been removed.

On July 6th, Trammell Crow/Big D announced the revised foundation plan that will be installed. This system will be an “H” pile structural piling system. It will involve these operations: 1) a hole, approximately 24” in diameter is drilled with an auger and filled with structural concrete as the drill bit is removed; 2) the “H” pile will then be pressed into the structural concrete hydraulically and allowed to cure. This process repeats approximately every 8’ on center; 3) once structural “H” piles are complete, an additional drilling process will occur between all “H” piles to install a 24” concrete slurry piling as the structural piles to serve as the structural site retention component.

Big D will conduct trials to install this “H” pile structural piling system starting the week of July 20th. The drilling will not be vibratory or driven in methods and while not particularly quiet, the level of noise and movement of equipment will be heard and occasionally felt but remain significantly below industry standards and city ordinances.

Discussion:

The Met Council provides limited reference to the construction methods that they propose employing in the SDEIS. These construction methods are referenced in their attachment, “Kenilworth Shallow LRT Tunnel Basis of Design Technical Report (Council, 2014d)”. This document describes two methods for installing the required sheet piling for the shallow tunnel: “Sheet pile installation is anticipated to be performed by a method that avoids hydraulic drop hammers. Methods such as a high frequency vibratory hammer or a hydraulic “press-in” device would minimize vibration and noise created by the sheet pile installation. Actual construction means and methods will be determined prior to construction in coordination between the contractor and the SPO (page 4)”.

The vibratory driving technique for installing sheet piling has caused too much damage to the neighborhood based on the experiences at 3118 Lake Street and has been eliminated as a means for installing sheet piling by the contractor in the CIDNA neighborhood.

The hydraulic “press-in” methodology was discussed at some length with Big D, American Engineering Testing, and Braun Intertec to determine its feasibility. Based on their feedback, it was learned that a “press” technique is “typical” to an installation more common to a harbor, waterway or soft soils conditions. This condition does NOT exist in the 3118 Lake Street environs. It should also be noted that the current proposal for installing sheet piling (drilled “H” piling) at this site will be substantially more expensive to install than employing a hydraulic pressing technique.

Met Council personnel were questioned about these two proposed methods for installing sheet piling for the shallow tunnel. In one response, a Met Council spokesperson informed the public that the vibratory hammers

that Dig D employed to install the sheet piling at the 3118 Lake Street site were of inferior quality and this factor resulted in the damage to the two neighborhood associations. It was further reported that the Met Council would be using higher quality vibratory hammers and no problems would occur.

This matter was brought to Big D's attention; they reported it is unreasonable to label the equipment that they used as "inferior", but would be more appropriately labeled as "typical" in the industry.

In another instance, a Met Council Engineer was questioned about the proposed hydraulic "press-in" methodology. He insisted that this approach was valid and that it was the preferred route, despite the feedback that has been received from Big D, American Engineering Testing, and Braun Intertec.

An attempt was made to discuss these sheet piling methods directly with American Engineering Testing (AET) to gain additional information and insights. AET personnel informed me that they were under contract to the SWLRT and could not talk to me because of a conflict of interest. They told me to contact Met Council personnel directly.

Given this feedback from Big D, American Engineering Testing, and Braun Intertec, there is sufficient documented information available that demonstrates that the Met Council will not be able to use either a vibratory hammer or a hydraulic press to install the sheet piling for the shallow tunnel. These constraints will force the Met Council to employ alternate methods for installing sheet piling for the shallow tunnel.

The only other known method known for installing sheet piling is to employ the drilled H-pile Lagged System that will be attempted at the 3118 Lake Street site. The engineering company (AET) that is working on this site developed this recommendation. This very same engineering company is now under contract to the Met Council. One would logically conclude that they will make the same recommendation to the Met Council.

This installation method will be complicated by several factors:

1. This drilled H-pile Lagged System approach will be substantially more expensive than what is advertised in the SDEIS.
2. The concrete to stabilize the drilled H piles will need to be installed below the water table. This factor will complicate the installation. In addition, it may compromise integrity of the installation.
3. The drilling operation will occur within one to two feet of the Calhoun Isles Condominium Association and within close proximity of the Cedar Lake Shores Condominium Association and to many private residences along the Kenilworth Corridor. This drilling operation is anticipated to be noisy. The Met Council may need to find temporary housing for residents who live in proximity to the shallow tunnel construction site.
4. The size of the holes to install the drilled "H" piling raises additional concerns. As noted, holes approximately 24" in diameter will be drilled with an auger at the 3118 Lake Street site. This system will support a piling system that is 25 feet below grade. The shallow tunnel will require a piling system that will be 50 feet below grade. The holes for the drilled "H" piles may need to be larger for the shallow tunnel. There is limited space at the pinch point, ie the short distance between Calhoun Isles and Cedar Lake Shores Condominium Associations. It may not be possible to install this drilled "H" structural piling system without infringing upon and/or taking private property (including homes) at this point.

Conclusion and Recommendations:

The experiences at the 3118 Lake Street site raise a number of serious questions about the proposed methods that the Met Council intends to employ when constructing the shallow tunnel. The proposed methods include using a high frequency vibratory hammer or a hydraulic “press-in” device to accomplish the sheet pile installation.

The high frequency vibratory hammer driving technique for installing sheet piling caused too much damage to the CIDNA neighborhood based on the experiences at 3118 Lake Street and has been eliminated as a means for installing sheet piling by the contractor. It has also been learned that the hydraulic “press-in” is typical to an installation more common to a harbor, waterway or soft soils conditions. This condition does NOT exist in the 3118 Lake Street environs.

The information about sheet piling installations that has been gathered during the past 12 weeks is based actual field experience and expert opinion from quality engineering companies. It has also been learned that American Engineering Testing, a company that acted as a primary consultant in developing an alternate sheet piling system for the 3118 Lake Street project, is under contract to the Met Council.

It is imperative that the SDEIS process be suspended until a viable construction method for installing a sheet piling like system for the shallow tunnel is properly developed with input from a quality engineering company such as American Engineering Testing. Once this alternate (and most likely more expensive) system is developed, its feasibility must be successfully demonstrated.

If this rigorous, but necessary process is not accomplished successfully, there is concern that the construction of the shallow tunnel will not be able to go forward, that private residences will need to be expropriated, and that the two LRT rails, the Kenilworth Bike Trail, and the railroad track will all wind up at grade at the south end of the Kenilworth Corridor.

I wish to thank Trammell Crow, Big D, American Engineering Testing, and Braun Intertec for the rigorous process that they employed at the 3118 West Lake Street construction site. While the noise and vibration from the initial sheet piling installation methods were below industry standards and city ordinances, they realized the problems that were being caused to the neighborhood in short order. They had the integrity to go back to the drawing board and to develop a system that would conform to the neighborhood requirements, despite the added cost. They should be commended for their willingness to share their findings and their process with the public.

Submitted By: Paul M Petzschke, 3116 Dean Court, Mpls, Mn

July 20, 2015

From: [Doug S](#)
To: [swlrt](#)
Subject: Southerly connection and removal of skunk hollo wye in St Louis Park
Date: Monday, July 20, 2015 10:05:06 PM

Hello Ms Jacobsen

It was recently brought to my attention that there is a proposal in the latest SDEIS for the southwest light rail transit to add a southerly connection for the freight rail connection onto the Dan Patch rail corridor, effectively making it easier to route additional rail traffic through the residential neighborhood of Brookside and neighborhoods to the south.

In the proposal I did not see any justification for this change or any estimation of the increase in volume of traffic that would come with it. The rerouting of this interchange is not something that I had heard of, prior to this week, being included in the swlrt plans or having any additional study attached to it to justify the additional cost other than making an improvement for the railroads at someone else's expense.

Needless to say I would be opposed to any change that would stage up putting more freight rail traffic twenty feet from neighborhood parks and through people's backyards. I don't believe this is something that should magically appear in an addendum given the potential impact and risk to a part of St Louis Park that is finally starting to see real revitalization and investment by its residents.

Doug Seitz
612.207.6533

From: [Shawn Smith](#)
To: [swlrt](#)
Cc: [Jeanette Colby](#); [Shawn Smith](#)
Subject: Southwest Light Rail SDEIS Response - Kenwood Isles Area Association (KIAA)
Date: Monday, July 20, 2015 5:41:29 PM
Attachments: [KIAA SDEIS Response July 2015.docx](#)

Attn: Met Council Commissioners and Planning Office

Whereas public comment has been asked for by the Met Council and SW Project Office regarding the SDEIS for Southwest Light Rail Transit,

Whereas the Kenwood Isles Area Association (KIAA) is the elected board representing the Kenwood neighborhood,

Whereas on July 6th, KIAA voted unanimously to submit the attached SDEIS response to the Met Council on behalf of the Kenwood neighborhood,

Whereas KIAA and the Kenwood residents have substantive concerns and questions regarding the SDEIS and the Minneapolis Segment, Kenilworth Corridor, of the proposed Southwest Light Rail Line, we do submit this response on July 20th, 2015.

KIAA would appreciate an acknowledgement of receipt of this document and the opportunity to discuss the concerns within in further detail.

Should there be an issue opening the file, two identical hard copies will be delivered to the Project Office in the morning of July 21st.

Sincerely,
KIAA Board

Jeanette Colby (Chair)
Larry Moran (Vice Chair)
Ed Pluimer (Treasurer)
Shawn Smith (Secretary)
Michael Bono
Dr Angela Erdrich
James Gilroy
Jack Levi
Josine Peters
Matthew Spies

Kenwood Isles Area Association

Southwest Light Rail Supplemental DEIS response

July 20th, 2015

Introduction to SDEIS Comments by the Kenwood Isles Area Association

The Kenwood Isles Area Association (KIAA) represents the neighborhood that extends, on its west side, from the proposed SWLRT Penn Avenue station to the Kenilworth Lagoon.

KIAA has participated in the SWLRT planning process in the spirit of cooperation and compromise for approximately nine years. For most of this time, we were assured verbally and in planning documents that freight rail in the Kenilworth Corridor was a temporary condition and would be moved to make way for LRT. The 2012 Draft Environmental Impact Statement clearly recommended that the best course of action was to relocate freight out of the Kenilworth Corridor.

This position was reversed in 2013, and the Metropolitan Council's policy is now to "co-locate" freight and light rail in the Kenilworth Corridor. We consider this a significant breach of public trust and the low point of a deeply flawed planning process.

The current Supplementary Draft Environmental Impact Statement is partly intended to assess the impact of co-location in the Kenilworth Corridor. It fails to do so on many levels, summarized in the two following points:

First, it considers the *temporary* freight rail part of the existing condition. Freight rail service that runs through the corridor will be both upgraded and made permanent; this is a *new* project that needs a full analysis. Because new *permanent* freight infrastructure is being added to the corridor, all visual, noise, vibration, safety and other environmental impacts should be measured from a basis of no freight and no light rail.

Second, this SDEIS is silent on the safety implications of locating freight trains carrying hazardous materials through an urban environment within feet of homes, parks, trails, passenger trains, and live overhead electrical wires. The new and serious impacts created by this situation will continue to grow as transport of oil, ethanol and other volatile materials expands and freight trains grow longer.

When Hennepin County and the Met Council chose the present route for SWLRT between the Chain of Lakes through the Kenilworth Corridor – and included "co-location" making the temporary freight rail permanent – they accepted the responsibility to respect the natural and built environments that it travels through as well as the people who bicycle, walk, recreate, and live there. KIAA does not see evidence that this responsibility has been taken as seriously as necessary and the following pages, which respond to specific elements of the SDEIS, articulate some of the reasons why.

3.4.1.2 Acquisitions and Displacements

B. Potential Acquisitions and Displacements Impacts

Comment: In Short-Term Acquisition and Displacement Impacts, the Council states “[s]hort-term occupancies of parcels for construction would...change existing land uses” including “potential increases in noise levels, dust traffic congestion, visual changes, and increased difficulty accessing residential, commercial and other uses.” The Council should say what the plans are to mitigate these effects for residents and businesses. Most important, how will prompt emergency fire, medical and police access be maintained?

In Short-Term Acquisition and Displacement Impacts, the Council discusses plans for remnant parcels without acknowledging its commitment with the City of Minneapolis in the Memorandum of Understanding. The MOU documents the Council’s agreement to convey property they own or acquire from BNSF or HCRRA in the Kenilworth Corridor that is not needed for the Project or freight rail to the Minneapolis Park and Recreation Board for use as parkland. Please see:

<http://metro council.org/METC/files/f7/f7d41cfb-a062-46c7-942d-0785989da8a0.pdf>

In the case that the MPRB decides against owning these properties, KIAA expects that the spirit of the agreement be upheld, i.e., that any remnant parcels remain publicly held.

3.4.1.3 Cultural Resources

B. Potential Cultural Resources Impacts

Comment: Minneapolis residents have continually expressed concern with the impact the project will have, both during construction and after operation of SWLRT, on cultural resources in the City.

As stated by the Minnesota State Historic Preservation Office, an adverse effect on one contributing feature is an adverse effect on an entire historic district. Therefore, the conclusion that the project will have an adverse effect on the Lagoon means that there will be an adverse effect on the Grand Rounds Historic District as a whole, as indicated in the SDEIS.

Section 3.1.2.3 of the SDEIS lists possible mitigation measures that may be included in the Section 106 agreement:

- Consultation with MNSHPO and other consulting parties during the development of project design and engineering activities for locations within and/or near historic properties
- Integration of information about historic properties into station area planning efforts
- Recovering data from eligible archaeological properties before construction
- Consultation with MNSHPO and other consulting parties during construction to minimize impacts on historic properties
- Preparation of NRHP nominations to facilitate preservation of historic properties
- Public education about historic properties in the project area

These items will not avoid, minimize or mitigate the long term adverse effects of the project on the Grand Rounds Historic District in a meaningful way. The noise impacts, including bells and horns, will be audible from distances within and beyond the Area of Potential Effect, and include not only the Lagoon area but also Lake of the Isles and Cedar Lake as well as the other parts of the Grand Rounds Historic District. Noise and vibration impact studies should be done from a baseline assuming no freight, as HCRRA had committed to do and as was contemplated in the DEIS. Despite the requirement that such impacts be minimized, co-locating both freight and light rail in the Kenilworth Corridor results in the opposite outcome.

The bridges over the Lagoon will have an adverse impact because of their the size and scale, inconsistency with the historic cultural landscape of the channel, the noise and vibrations caused by the light rail vehicles traveling the bridge and the fact that it may not be possible to mitigate the impacts of the new bridges, as stated by the MPRB earlier in the 106 process. The appearance of the new bridge structures and the sounds associated with modern rail infrastructure will alter the characteristics of “community planning and development,” “entertainment and recreation,” and “landscape architecture” that make the Lagoon eligible for NRHP designation, and will adversely affect the character and feeling of the Lagoon and how people use the historic resource, including the experience of using the waterway under the new structures. Given that the Council is proceeding with this project in spite of this adverse effect, we hope that designers will continue to be vigilant about minimizing the impact on the setting and feeling of the historic channel, including audible and visual intrusions that will alter the park-like setting of the Lagoon, a vital element of its historic character. These concerns extend to Cedar Lake and the beaches on it nearest to SWLRT, as well as the visual impact on Park Board Bridge #4, Lake of the Isles, Lake of the Isles Parkway and Lake of the Isles Historic District.

Table 3.4-5 lists cultural resources that have been preliminarily considered to have no adverse effect from the Project, because of continued consultation and avoidance/minimization/mitigation measures to be identified. The possible mitigation measures listed above would also not significantly address impacts on the cultural resources listed in this table. The Council must be responsible for ensuring that “continued consultation” is meaningful by conducting assessments and proposing specific

mitigation solutions before the 106 agreement is written and finalized, as it is impossible to avoid adverse effects after SWLRT construction and operations commence.

Cultural resources covered in table 3.4-5 include Lake of the Isles Residential Historic District, Kenwood Parkway Residential Historic District, Lake Calhoun, Cedar Lake Parkway, Cedar Lake, Park Bridge #4, Lake of the Isles Parkway, Lake of the Isles, Kenwood Parkway, Kenwood Park, Kenwood Water Tower and four NRHP listed or eligible homes in the Area of Potential Effect. Station activity will change traffic and parking patterns in the neighborhood and introduce long-term visual and audible intrusions that adversely impact these historic resources. Concerns about the long term Project impact on some or all of these cultural resources include the following:

- Long-term visual and audible intrusion from changes in traffic patterns related to station access: We are concerned that auditory impacts and changes in traffic and parking patterns will adversely affect the integrity of setting and feeling that make Kenwood Park, Kenwood Parkway, Lake of the Isles Parkway, Cedar Lake Parkway and the related residential historic districts, and the four individual homes listed on or eligible for the NRHP. A traffic analysis must be conducted and a plan to mitigate adverse impacts proposed and discussed before the 106 agreement is drafted.
- Noise effects from LRT operations: Audible intrusion from train operations, including bells and horns and the impact of trains going in and out of the tunnel, will alter the environment of the historic resources and the characteristics that make certain of these resources eligible for the NRHP. It seems unlikely that a few homes in the Kenwood Parkway Residential Historic District are the only cultural resources that will be adversely affected by noise from train operations.
- Infrastructure surrounding the tunnel and the massive tunnel portals could adversely affect the historic integrity of the resources. Signage along the historic parkways could also have an adverse effect. Specific design elements should be proposed to minimize these impacts and should be reviewed as part of the 106 process.

The degree of concern regarding the short term impact of SWLRT construction on all of these cultural resources cannot be overstated. Noise and vibration sensitive resources need to be identified. The public needs to see a comprehensive noise and vibration study and analysis for the Project during construction including the impact of increased truck and construction equipment traffic. We would like details on what will be included in the “project wide construction plan.” It should identify measures to be taken during construction to protect all historic properties from project-related activity including construction related traffic. We need to ensure that plans are in place to prevent or repair damage resulting project activities, incorporating guidance offered by the National Park Service in Preservation Tech Note #3: Protecting a Historic Structure during Adjacent Construction as well as an agreement that specifies how these potential impacts will be monitored. The Council previously communicated to a neighborhood group whose residents experienced damage from a Council project that “[c]ontinuing with future projects, our goal is to ensure that claims are promptly and appropriately investigated to determine whether or not they may be related to the project. Depending on the facts of the claim, this may involve independent experts.” We request that the Council communicate with owners of historic homes in the APE prior to construction.

The SDEIS also lists “station area development” as an item to be addressed through continued consultation. Numerous statements have been made that development is not anticipated at the 21st Street Station. For example, the Southwest Community Works website and documents state: “Future development is not envisioned around this station....”

<http://www.swlrtcommunityworks.org/explore-corridor/stations/21st-street-station>

The discussion of development potential at the Penn Station does not relate to the Kenwood Parkway side:

<http://www.swlrtcommunityworks.org/~media/SW%20Corridor/Document%20Archive/investment-framework/ch-4-penn.pdf>

The Council must explain what development is being referred to in Table 3.4-5.

3.4.1.4 Source: MnDOT CRU, 2014.Parklands, Recreation Areas, and Open Spaces

Long-Term Direct and Indirect Parklands, Recreation Areas, and Open Spaces Impacts

Comment: The SDEIS states: “None of the indirect impacts on parklands, recreation areas, and open spaces from the LPA in the St. Louis Park/Minneapolis Segment would substantially impair the recreational activities, features, or attributes of those parklands, recreation areas, and open spaces.” We dispute this conclusion. The permanent installation of freight rail and light rail in the Kenilworth Corridor that is too narrow to permit separation in accordance with AREMA and FTA guidelines creates a safety risk that would directly impair park activities in the event of a derailment and/or explosion of flammable materials.

For comment on the indirect impacts of the LPA in the form of visual, noise, and/or access impacts, please see comments to sections 3.4.1.5, 3.4.2.3, and 3.4.4.4 of this Supplemental Draft EIS response.

Short-Term Parklands, Recreation Areas, and Open Spaces Impacts

Comment: Please specify the extent to which the stated “standard” measures would be sufficient to protect the environmentally sensitive parkland, recreation areas, and open spaces along the Kenilworth Trail and adjacent parks. During construction, how can the safety of park and trail users (East Cedar Lake Beach, Cedar Lake Park, Lake of the Isles Park, and nearby trails and lakes) be assured, given that unit freight trains of 100 or more cars containing Class III flammable liquids, especially ethanol, travel through this narrow corridor in close proximity to a construction pit and materials, without whatever protective walls will later be installed? Please also explain how emergency vehicles will maintain access to East Cedar Lake Beach and Cedar Lake Park.

Section 3.4.1.5 Visual Quality and Aesthetics

Excerpt from City of Minneapolis RESOLUTION 2010R-008 by Colvin Roy:

Be It Further Resolved that the current environmental quality, natural conditions, wildlife, urban forest, and the walking and biking paths be preserved and protected during construction and operation of the proposed Southwest LRT line.

Be It Further Resolved that any negative impacts to the parks and park-like surrounding areas resulting from the Southwest LRT line are minimized and that access to Cedar Lake Park, Cedar Lake Regional Trail, Kenilworth Trail and the Midtown Greenway is retained.

Comment: While we appreciate and agree that the visual impact from Viewpoints 2, 3, and 4 are recognized as being substantial, we strongly disagree and contest the idea that the level of visual impact north of the Kenilworth Channel crossing (including Viewpoints 5 and 6) will be “not substantial.” (pages 3-167, 168). The negative visual impact of SWLRT in the Kenilworth Corridor, especially with freight rail remaining (contrary to all previous planning), will be substantial throughout the corridor.

Throughout this area, the SWLRT project will remove a large amount of green space and trees, and replace them with an overhead catenary system, tracks and ballast. The park-like environment will be permanently degraded by this infrastructure, as well as by the approximately 220 daily trains traveling over the historic Kenilworth Lagoon and through the corridor.

Clearly, the degree of change in the visual resource will be great, and, with well over 600,000 annual visitors to the Kenilworth Trail, the exposure to viewers will be high. Over the past 7 to 10 years, neighbors and trail users have clearly expressed to Hennepin County and the Met Council the very high value they place on the green space, wildlife and bird habitat, trees and other vegetation in the Kenilworth Corridor.

The visual impact to the park-like environment is exacerbated by the continuing presence of freight rail, which was expected to be removed from the Kenilworth corridor at the time of the Alternatives Analysis, the Locally Preferred Alternative decision, and the 2012 DEIS.

It appears that the consultant determining the visual qualities of the corridor relied entirely on Google Earth, files of the revised project layout, and selected “photographically documented” views (Appendix J, section 2B). If this is true, it is very discouraging that the area was not visited in person by the evaluator, nor were any stakeholders consulted.

At **Viewpoint 5**, we support all efforts to create an “attractive design” for the bridges crossing the Kenilworth Channel. The three new bridges will certainly become a “focal point,” adding large cement structures and heavily impacting the setting and feeling of this element of the Historic Chain of Lakes and the Kenilworth Trail. An attractive design for these bridges does not compensate for the vegetative clearing. The character of the City of Lakes’ signature canoe, kayak and skiing route from Lake of the Isles through the Kenilworth Channel to Cedar Lake will be fundamentally and permanently degraded. There will be a substantial negative visual impact from the level of the water as well as the level of the trail.

At **Viewpoint 6**, the SWLRT project plans to remove a significant amount of vegetation along the edge of Cedar Lake Park, as well as trees, plants, and restored prairie currently along the bicycle and pedestrian trails. The claim that removing trees and replacing them with overhead power lines would create a positive visual experience for trail users (“open up the view, making it more expansive”) is absurd on its face and contradicts the clearly expressed will of the Minneapolis City Council and the adjacent

neighborhood. The 21st Street Station – a slab of concrete and metal with fencing and catenaries – will certainly “create a focal point,” but it is not credible to assert that this will positively impact the visual qualities of a place that is now adjacent to an urban forest and is itself in a “park-like environment.”

The negative visual impact of SWLRT in the Kenilworth Corridor, especially with freight rail remaining (contrary to all previous planning), will be substantial throughout the corridor. **We assert that the Council must recognize this and identify robust and meaningful mitigation measures for incorporation into the project. In fact, many feel that the adjacent parkland and the park-like environment of the Kenilworth Trail will be forever disrupted, and this alignment was selected when other, better alignments exist.**

3.4.2.1, 3.4.2.2 Geology and Groundwater, Water Resources

Comment: Given its history as a marshy area that in many places was made solid by landfill, and its former use as an active freight corridor, KIAA is very concerned that so much remains unknown about the soil and groundwater conditions in the Kenilworth Corridor under which the SWRLT tunnel and other elements will be built.

On page 3-170, the SDEIS notes, “the amount of settlement below and in the vicinity of the tunnel would be negligible.” KIAA urges the Met Council to consult with the builders and managers of Calhoun Village about settling. Our understanding is that the buildings in Calhoun Village are built on pilings; the parking lot has settled and been raised, perhaps more than once, so the step from the walkway in front of the stores to the asphalt remains within reach. KIAA has no engineering data, but we have been told that an underground flow from Cedar Lake to Lake Calhoun is believed to be responsible for the parking lot sinking. With the longer, heavier freight trains that have begun to use the Kenilworth Corridor – which will likely increase with the upgraded rail facilities that the Met Council plans to build as part of the SWLRT project – and the frequent LRT trains, KIAA is not confident that “construction and operation of the light rail system would not affect the performance of the proposed tunnel or the other structures located in the vicinity of the tunnel, such as roadways, utilities, and nearby buildings.”

Regarding groundwater, the SDEIS further points out that “in areas with high groundwater elevations and granular soils, there is an increased potential for groundwater contamination as a result of previous hazardous and contaminated materials spills” (page 3-168). We appreciate the Council’s plan to create a system of filtration tanks and infiltration basins to accommodate a 100-year storm event during construction, but urge the Council to fully understand the nature of the contaminants in the soil before digging begins. The Council assumes that it will obtain permits from all local, state, and federal agencies for impacts to wetlands and other aquatic resources, but it would, of course, be irresponsible for these agencies to grant permits if unknown contaminants cannot be safely managed. We also urge the Council to understand the costs of dealing with this contamination before proceeding with construction, as we understand these cost are not currently known.

KIAA requests that there be a much more significant and transparent presentation regarding the compensatory mitigation for damage to wetlands and aquatic resources in the Minneapolis segment, especially potential for damage to the Kenilworth Channel and Cedar Lake.

While a permit application is required, the SDEIS identifies that there will be damage done to Minneapolis’ aquatic resources but does not specify the level of damage that may be done during construction and operation of the SWLRT. The further impairment of these resources is a violation of the EPA Clean Water Act. The Minneapolis Chain of Lakes is a vital recreational and natural resource; while we appreciate that the Council will apply for a Section 404 permit, to knowingly degrade the Chain of Lakes is unacceptable.

Further, KIAA is not convinced that sufficient analysis has been done on existing contamination in the Kenilworth Corridor. The Kenilworth Corridor north of 21st Street is a former rail yard that housed up to 58 rail lines during its peak and was in service for decades. The SDEIS specifies the numerous toxic contaminants in the area due to this former use. Much of the rest of the Kenilworth area was constructed through landfill when standards for waste disposal were not stringent. When disturbed, contaminants from freight operations and landfill could enter the nearby lakes and groundwater.

In a June, 2015, Community Advisory Committee meeting, Southwest Project Office staff told the committee that contamination beyond what was identified in the SDEIS is likely to be found. Advancing the project without thorough knowledge of the type and degree of contamination elevates the risk to our water resources. The SPO staff further stated that measures to address the additional contamination are to be covered by contingency monies from the overall project budget. The SPO admits it does not fully understand the scope of the contamination nor does it know whether there will be adequate funds to address the potential

contamination of soil and water resources due to the construction and operations of the SWLRT. KIAA finds this approach to be irresponsible both financially and environmentally.

Noise 3.4.2.3

The SDEIS simply states that the noise issues described below will be addressed in the Final EIS and that they will be mitigated. We take the strong view that now is the critical and only time to prove that mitigating the noise issues we have described is possible and that the cost of such mitigation is in the budget.

Comment: We believe that the SDEIS substantially minimizes the noise impacts associated with the proposed SWLRT. The noise impact of SWLRT through Kenilwood and CIDNA will be highly significant for a number of reasons, but most notably because of the tranquility, recreational, park, and residential use currently existing in and bordering the Kenilworth Corridor. This proposed SWLRT route is not comparable to the Blue Line (Hiawatha) and the Green Line (Central Corridor down University Avenue), which are immediately adjacent to commercial thoroughfares or four-lane roads that carry cars and heavy trucks around the clock. By contrast, the Kenilworth area is a quiet environment, and is part of the **Grand Rounds National Scenic Byway**.

A **National Scenic Byway** is a road recognized by the [United States Department of Transportation](#) for one or more of six "intrinsic qualities": archeological, cultural, historic, natural, recreational, and scenic. The program was established by Congress in 1991 to preserve and protect the nation's scenic but often less-traveled roads and promote [tourism](#) and economic development. The National Scenic Byways Program (NSBP) is administered by the [Federal Highway Administration](#) (FHWA). The Kenilworth Corridor accommodates pedestrian and bike traffic, along with a slow moving freight train – two to five times per 24 hour period – which was intended to occupy the corridor only on a temporary basis.

The noise of 220 light-rail trains running daily from 4 a.m. to 2 a.m. would fundamentally transform the Kenilworth Corridor and the adjacent neighborhood with near-constant noise and vibration.

The noise levels given in Noise Fact Sheet (Appendix H p. 19) state the following: LRT trains traveling at 45 mph generate maximum typical noise levels of 76 dBA at 50 feet, 71 dBA at 100 feet, and 66 dBA at 200 feet. Adding 211-220 LRT 3 - car trains to the Kenilworth Corridor day and night, each producing such elevated noise levels, would be a severe and overwhelming intrusion, critically increasing the noise generated. This holds true even if the only noise increase resulted from the LRT trains traveling at their stated speed, per the SDEIS, of 45 mph.

The result of LRT noise is the corridor will be permanently changed from a quiet, tranquil area sought by pedestrians, cyclists, and outdoor enthusiasts, to a severely noise disrupted, highly mechanized transit route.

Beyond permanently degrading the area, there will be multiple public health consequences of SWLRT noise in the corridor. The impact of repetitive noise intrusion on neighborhood public health will be significant. For example, regarding the obvious potential for sleep interruption caused by SWLRT noise, a research review published in the December 2014 edition of Sleep Science, summarizes:

emerging evidence that these short-term effects of environmental noise, particularly when the exposure is nocturnal, may be followed by long-term adverse cardio metabolic outcomes. Nocturnal environmental noise may be the most worrying form of noise pollution in terms of its health consequences because of its synergistic direct and indirect (through sleep disturbances acting as a mediator) influence on biological systems. Duration and quality of sleep should thus be regarded as risk factors or markers significantly influenced by the environment. One of the means that should be proposed is avoidance at all costs of sleep disruptions caused by environmental noise."

The article goes on to review that:

The World Health Organization (WHO) has documented seven categories of adverse health and social effects of noise pollution, whether occupational, social or environmental. The latter [sleep disturbance] is considered the most deleterious non-auditory effect because of its impact on quality of life and daytime performance. Environmental noise, especially that caused by transportation means, is a growing problem in our modern cities. A number of cardiovascular risk factors and cardiovascular outcomes have been associated with disturbed sleep: coronary artery calcifications, atherogenic lipid profiles, atherosclerosis, obesity, type 2 diabetes, hypertension, cardiovascular events and increased

mortality....during the past year, the relationship between insomnia and psychiatric disorders has come to be considered synergistic, including bi-directional causation.”¹

Further, there is growing evidence that the opportunity for experiences in greenspace and nature supports social and psychological resources and recovery from stress.² The perpetual and repetitive noise from SWLRT would interrupt the current experience of the Kenilworth Corridor, nearby beaches, parks, the Kenilworth Channel and general environs of Lake of the Isles and Cedar Lake. Opportunities for experiences in natural environments, though often taken for granted by suburban dwellers, are extremely limited in urban areas, yet equally if not more critical for the mental health of urban residents. With healthcare costs and disease prevention being prominent national and local priorities, the economic value of the public health benefit of the Chain of Lakes and Kenilworth Corridor cannot be simply ignored.

A. Existing Conditions (p. 3-180)

Fundamental defect with baseline noise measurements

Comment: The SDEIS uses wrong data as the fundamental framework for noise and vibration analyses. The sole purpose of this SDEIS is to assess the impact of changes made in the SWLRT plan since the 2012 DEIS; the baseline data used in this study should therefore have reflected that 2012 plan — which *did not include a freight train*. However, the SDEIS bases its noise and vibration data on a scenario that *does* include a freight train, thereby misleadingly minimizing the degree to which noise and vibration would be increased above what was indicated in the 2012 DEIS. Use of the wrong baseline data means that in this section the document fails to meet its goal of evaluating “the result of adjustments to the design of the Southwest LRT Project since the publication of the Draft EIS in 2012.”³ ***This defect renders the noise and vibration sections of the SDEIS fundamentally flawed and misleading. They need to be reworked with appropriate and correct data.***

The SDEIS estimates noise and vibration impacts from points that would not be the most severely impacted. The SDEIS does not measure impacts on residences closer than 45 feet from the SWLRT tracks, whereas the closest homes to the LRT tracks are only 31 feet away. The CIDNA-sponsored study by ESI Engineering raised this problem with respect to the 2012 DEIS, but it has not been reflected and incorporated into the SDEIS. KIAA requests that the SW Project Office contact CIDNA to obtain a copy of this report.

Additionally, there are significant seasonal and weather-related variations in noise levels, which cannot be captured when sound is measured during one 24-hour period in the summer.

Finally, in Appendix H, p.2, it is noted that “noise monitoring was performed at other locations not listed in the table. Those sites will either be addressed in the forthcoming Final EIS or no longer fall within the area where they would be potentially impacted by project noise due to design refinements during Project Development.” Since the purpose of the SDEIS is to inform the public and decision makers, and provide opportunity for comment on all areas of concern, in order to fulfill that NEPA mandate, all measurements that were made and publicly financed should be made public.

B. Potential Noise Impacts

Comment: Following FTA noise assessment guidelines, the 76 dBA LRT noise every 5 minutes is measured as having a lower impact than actual dBA of 76 because the LRT noise is not continuous. Thus, though this quiet urban area will be exposed to an actual repetitive noise of 76-80 dBA day and night, the rating of the impact is lower and measured as 51 – 64 dBA in Tables 3.4-11, 3.4-12. The significantly lower measurement lessens the determination of findings of impacts, and therefore, whether impacts are determined as non-existent, moderate or severe. This engineering methodology covers up the actual impact on people of loud repetitive noise in a peaceful setting.

Repetitive bell noise does not appear to be included in the SDEIS noise analysis in Tables 3.4-11, 3.4-12, which would clearly increase the severity of noise impact at all locations.

The SDEIS also neglects to report and measure the cumulative effect of LRT and freight train noise. This information would likely show that more than 24 residences would be affected; more of them would be impacted at the severe level, and a greater impact on the Kenilworth Channel and Kenilworth Lagoon Bank.

¹ Sleep Science, Volume 7, Issue 4, December 2014, Pages 209-212).

² British Journal of Sports Medicine 2012, “The Urban Brain: Analyzing Outdoor Physical Activity with Mobile EEG.”

³ <http://metro council.org/swlrt/sdeis>

Analysis of Table 3.4-12

Inaccurate land use designation for the Kenilworth Channel

KIAA strongly questions the land use designation of the Kenilworth Channel as Category 3. As defined in Appendix H, Category 3 is:

Institutional land uses with primarily daytime and evening use. This category includes schools, libraries, and churches where it is important to avoid interference with such activities as speech and concentration on reading material..."

The SDEIS designates the banks of the Kenilworth Channel as falling within the most noise sensitive Category 1. However, as stated above, the Channel itself is not included in that most highly sensitive designation, but instead is classified as "institutional land use." Category 1 is defined in Appendix H as:

Tracts of land where quiet is an essential element in their intended purpose. This category includes lands set aside for serenity and quiet, and such land uses as outdoor amphitheaters and concert pavilions, as well as National Historic Landmarks with significant outdoor use.

The SDEIS states the "grassy area on the banks of the Lagoon" falls within Category 1 due to the "passive and noise sensitive recreational activities that occur there (where quietude is an essential feature of the park)." The designation of Category 1 versus 3 for the Kenilworth Channel appears to hinge excessively on one word -- the term "passive" to describe the activities for which the Channel banks are used. However, quietude is equally and very clearly an essential feature of the Kenilworth Channel itself, whose peaceful though not "passive" activities include canoers and cross country skiers gliding serenely on the water or ice while those on the grassy banks look on. The quietude of the Kenilworth Channel is inseparable from the quietude of its grassy banks; therefore both should be Category 1.

Most significantly, that the consequence of placing the Kenilworth Channel in Category 3 is that both the obligation to mitigate impacts is lowered, and the threshold to establish severe impact is higher and harder to reach. Had the Kenilworth Channel been accurately designated a Category 1, then the Channel would have been only 1 dBA below "Severe impact."

Even with the lowering of the land use category of the Kenilworth Channel to a Category 3, the SDEIS finds a moderate impact of the addition of LRT noise. The footnote to SDEIS Table 3.4-12, states that the noise impact increases as one approaches the LRT line and becomes severe when the channel falls within the HCRRA right of way.

While the SDEIS states that the land use categories were made in consultation with the MPRB and MN SHPO, we strongly dispute their coherence and accuracy. If the intention of the SPO is to preserve the character and experience of the Channel, then it must designate it as a Category 1 and then make public the mitigation plans and costs well in advance of the final FEIS.

SWLRT Breaks the *System* of Minneapolis Parks.

Horace Cleveland's visionary masterplan, Suggestions for a System of Parks and Parkways for the City of Minneapolis, proposed a park *system* of connecting sites of beauty and natural interest throughout the city, rather than a series of detached open areas or public squares. The vision of a park "system" has guided the Park Board ever since and is one of the primary reasons for the success and national prestige of the Minneapolis Parks. The SDEIS procedure of singling out specific pieces of park for analysis such as Lilac Park, the Kenilworth Channel and its grassy banks runs fundamentally contrary to the underlying vision of a Minneapolis Park System.

The scenario of perpetual, repetitive LRT noise over the Kenilworth Lagoon and throughout the interconnecting parks and lakes woven throughout this area breaks the larger *system* of the Minneapolis Parks.

Site N 17 (p. 3-182)

21st Street Noise Impacts

We strongly disagree with the characterization of the noise impacts in the 21st Street station area as moderate and limited.

"Sensitive receptors" in this area will be subject to train arrivals, departures, signal bells and perhaps horns, seriously eroding the quality of life in the neighborhood and reducing the enjoyment of the recreational trail and Cedar Lake Park for users of these regional amenities.

As we currently understand the SWLRT project, crossing and station bells will generate a noise level of 106 dBA and LRT bells generating 88 dBA for 22 hours; only between 2:00 a.m. and 4:00 a.m. will neighborhood residents be able to sleep uninterrupted.

Further, freight trains, which were supposed to have been relocated out of the Kenilworth Corridor to make way for LRT, may need to use bells and horns to safely cross 21st Street. This noise impact, which we regard as *new* since the status of the freight rail is going from temporary to permanent, does not seem to have been considered in the SDEIS.

We disagree with the assessment that the SWLRT project will create only 22 moderate noise impacts and one severe impact within the 21st Street station area. With appropriately robust measurement of the existing conditions (*without* freight), many of the residences with noise impacts deemed “moderate” would likely experience severe impacts. In addition to the residences identified in the SDEIS, residences along 21st Street, 22nd Street, and Sheridan Avenues will also experience at least moderate noise impacts. It’s clear that although measurements may not rise to the “moderate” or “severe” level as defined in engineering manuals, noise from the 21st Street station will degrade a large portion of the Kenwood neighborhood. We underscore the need for the highest level of noise management and mitigation.

NB: It appears that the SDEIS may misidentify some of the homes deemed to have a “moderate impact without mitigation” as being on Thomas Avenue South; some of the addresses may actually be on Sheridan Avenue South.

LRT Horns are Likely

According to the federal Train Horn Rule⁴, locomotive engineers must sound horns at a minimum of 96 decibels for at least 15 seconds at public highway rail grade crossings. Appendix H indicates that LRT Horns are 99 decibels and are sounded for 20 seconds. The SDEIS states that LRT horns would only be sounded at crossings where speeds exceed 45 mph. Since LRT and freight trains may not reach that speed in the Kenilworth Corridor, presumably no horns would be sounded when LRT vehicles cross 21st Street. Given the volume of pedestrian, bicycle, and car traffic at this crossing, it may not be safe to silence LRT horns at this crossing. That does not mean that KIAA welcomes the horns being sounded due to the pre-stated tranquility of the corridor and the severity of the noise impacts. If they were reinstated for safety reasons, the noise created by horns sounding for LRT trains at least 96 decibels for a minimum of 15 (or 99dBA for 20) seconds represents a “severe” noise impact and is therefore prohibitively detrimental to quality of life in a residential neighborhood. KIAA has no evidence that there is a viable solution to the conflicting imperatives of safety vs. quality of life.

Not addressed: Impacts near Portals

Two areas of potential noise impacts do not appear to be adequately addressed by the SDEIS.

First, table 3.4-11 does not appear to cover noise that will be experienced by the homes directly behind the SWLRT tracks after it emerges from the tunnel and crosses the Kenilworth Channel. Since LRT on ballast and tie track produces noise at 81 dBA, we believe that those residences will experience noise at the same level as homes on Burnham Road and Thomas Avenue South. Further, Appendix H notes that noise will increase by 1 dBA for homes within 100 feet of the tunnel entrance/exits. We strongly request that noise impacts be determined for those residences and that they be included in consideration for noise mitigation. We further request that the cost of that additional mitigation be identified and made public prior to the final DEIS.

Not addressed: Tunnel Ventilation System

Second, noise from the tunnel ventilation systems does not appear to have been considered. The SDEIS states that the tunnel section of the SWLRT is supposed to eliminate “almost all noise impacts within that segment of the corridor.” However, we understand that there will be ventilation fans connected to the tunnels as well as a ventilation “building” planned near Cedar Lake Parkway. The SDEIS neglects assessment of the noise impacts from such a ventilation system, and this information is critical to determining whether the proposed tunnel would have a positive or negative environmental impact.

Policy-makers and citizens need adequate information on the noise impacts of both the vents and the ventilation building, among other things, before proceeding with tunnel construction. Appendix H indicates that the fans will operate only on an emergency basis, but we do not see any mention of the ventilation building in the SDEIS. We request clarity on the amount of time each day that they will be operational and creating noise impacts, and the dBA of each.

Not addressed: Freight Operations

The existing freight operations, intended to be temporary, are being made permanent. The noise generated by these trains, which often have three or four engines, must be measured and considered in the overall assessment of noise impacts of the SWLRT project.

The SDEIS simply states that the noise issues described above will be addressed in the Final EIS and that they will be mitigated. We take the strong view that now is the critical and only time to prove that mitigating the noise issues we have described is possible and that the cost of such mitigation is in the budget.

3.4.2.4 Vibration

LONG-TERM DIRECT AND INDIRECT VIBRATION IMPACTS

Comment: The SDEIS states, “There are no vibration impacts in this segment [of the SWLRT route]” This claim is not credible in view of advice provided in *Transit Noise and Vibration Impact Assessment*, the FTA’s own guidance manual presenting procedures for predicting and assessing noise and vibration impacts of proposed mass transit projects:

Vibration from freight trains can be a consideration for FTA-assisted projects when a new transit line will share an existing freight train right-of-way. Relocating the freight tracks within the right-of-way to make room for the transit tracks must be considered a direct impact of the transit system which must be evaluated as part of the proposed project. However, vibration mitigation is very difficult to implement on tracks where trains with heavy axle loads will be operating.”⁵

The SDEIS says that 54 residences⁶ in the “St. Louis Park/Minneapolis” segment (note that all of them are within Minneapolis) will be impacted by the ground-borne noise. This is an unacceptable level of impact on those 54 families.

Regardless of whether the residences are impacted by vibration from the tunnels or from the noise which is flagged as a “Residential Annoyance” in the tables in Appendix H, the fact that these “annoyances” will occur incessantly — 220 times per day starting at 4 a.m. and continuing to 2 a.m. — means the impact on those residents will be significant and should be considered “severe”. The impact of vibration of the freight rail, which the SW LRT is making into a permanent condition, should be included in this analysis.

Regarding ground-borne vibration and noise, it should be noted that the impacts projected might underestimate real-world impacts, which could be more annoying than assumed in this SDEIS. The FDA manual states: ⁷

...the degree of [ground-borne vibration and noise] annoyance can not always be explained by the magnitude of the vibration alone. In some cases the complaints are associated with measured vibration that is lower than the perception threshold.

SHORT TERM VIBRATION IMPACTS

The SDEIS all but ignores construction-related ground-borne noise (vibration) — except for a single, dismissive comment: “Short-term vibration impacts are those that might occur during construction of the LPA while jackhammers, rock drills, and impact pile-drivers are being used.” Within a month of this writing, impact pile-driving on the former Tryg’s restaurant site in the West Lake Station area caused serious damage to the Loop Calhoun condominiums, as well as some level of damage to the Cedar-Isles Condominiums. The project had to be halted (the piles were extracted), since going forward was deemed to be catastrophic. The pile-driving entailed in building the SWLRT tunnel would take place much closer to these and other condominiums, duplexes and apartment houses. The Tryg’s site incident seems to strongly predict a risk of significant construction-related damage to the homes of hundreds of people who live along the corridor where impact pile-driving for SWLRT is planned.

Furthermore, the recent Met Council sewer project completed in this area caused damage to homes located beyond the “expected” range of distance from construction. Residents who attempted to get compensation for the damage were often told by the Met Council to take the matter up with their own insurance companies rather than through the contractors whose work caused the damage. A specific liability plan and budget should be included in the project cost estimates. There is a “contingency” line item in the budget, but it should be used for truly “unpredictable” costs that arise during the construction, and not for costs that could be, should be, and even are anticipated.

Construction-related vibration impacts could well extend beyond the construction period itself. Damage incurred during construction may not be initially apparent, and could show up months or even years later.

Note that KIAA submitted concerns about building conditions during the 2012 DEIS scoping period. During this period, Kenwood residents showed that new construction in the 2500 block of Upton Avenue South required extra deep footings due to the unstable nature of the soil. Architects’ drawings and technical information were submitted to Hennepin County.

KIAA requests that the nature of the building conditions be better understood before proceeding with the tunnel and bridge construction. Further study is needed of:

⁵ Chapter 7: Basic Ground-Borne Vibration Concepts, 7-9

⁶ All of them are Category 2 receivers: “residences and buildings where people normally sleep.”

⁷ Chapter 7: Basic Ground-Borne Vibration Concepts, 7-6

- 1) The effects of various pile-driving alternatives on the many at-risk structures
- 2) The costs involved with each of those alternatives;
- 3) The geology of the area, and its ability to support the construction process.

MITIGATION

The SDEIS promises mitigation of a number of vibration problems. However, the failure of Met Council mitigation measures taken to address LRT problems experienced by the University of Minnesota and Minnesota Public Radio cast abundant doubt on whether they will be effective here.

With respect to the vibration mitigation (to be further detailed in the Final DEIS), the measures suggested in Appendix H appear to be inapplicable to the many residences that would be affected. The SDEIS describes isolated tables and floating floors. It's hard to imagine a retrofit of the residences impacted by the vibration affects utilizing "floating floors." If this is the intent of the mitigation planned for the SWLRT, a cost estimate of the retrofit of all the residences should be included in the Final DEIS.

3.4.2.5 Hazardous and Contaminated Materials

KIAA understands that an online search of MPCA and MDA databases was conducted to identify documented hazardous and contaminated soils in the Kenilworth Corridor (page 3-189). While we appreciate that several sites were located with this method, people who have lived in Kenwood for many years have reported that undocumented disposal of hazardous waste formerly occurred in the Kenilworth Corridor area. KIAA has only anecdotal evidence, but we urge the Met Council to thoroughly investigate the possibility of undocumented contamination prior to commencing construction.

The SDEIS does not make clear whether the contamination risks throughout the corridor, including those areas of potential groundwater contamination or contamination that may infiltrate groundwater when disturbed, will be subject to Phase II evaluation prior to construction. Permanent pumping of an average of up to 520 gallons per day of water that has seeped into the tunnel would, if contaminated with the residue of freight operations or landfill, directly pollute the Chain of Lakes. We request that this risk and valid mitigation measures be identified before it is determined that a tunnel is environmentally safe and appropriate to build. The SDEIS states:

"Over the short term, four of the high-risk sites have the potential to directly affect LPA-related construction activities in the St. Louis Park/Minneapolis Segment (see Table 3.4-15). As previously noted, the high-risk sites would be investigated prior to construction using a Phase II ESA, which would include preliminary soil and groundwater investigations."

Long-term Direct and Indirect Hazardous and Contaminated Materials Impacts include:

- Permanent pumping of contaminated groundwater
- Impacts of disturbance of dangers in soils that may have long term health impacts on children and vulnerable adults
- Not covered in the SDEIS is the co-location of SWLRT in close proximity to hazardous and explosive materials being carried by the railroad. KIAA does not believe that the general public is even aware of the amount of wiring and electrical current and sparking in the LRT infrastructure, and we request that the Met Council make a public statement informing the general public of such. Below is a photo of a green line junction of a power tower that will be in very close proximity to the ethanol trains. KIAA strongly objects to this alignment and the risk to those families living in the "blast zone."



SHORT TERM

The DEIS called for Phase I ESA to be completed, and it was completed in August 2013. It was not made public by the Met Council until May 19, 2015, and indicates many potentially hazardous and contaminated sites along the alignment. It is reasonable to expect to encounter extensive contamination in the Kenilworth Corridor. In addition to being home to several railroad tracks, the Kenilworth Corridor was home to a maintenance yard, blacksmith and boiler shops, a diesel shop and a 90,000-gallon fuel storage facility. In addition, the land was used as a dump — a common practice of the time, and it is likely that arsenic will be among the dangers encountered, requiring special remediation.

The Phase II Environmental Site Assessment (ESA) is said to be near completion; the report must be made available for public review and comment as soon as it is available. The SDEIS says it is “reasonable to expect that previously undocumented soil or groundwater contamination may be encountered during construction.” It is unclear if any findings in the Phase II ESA have been incorporated into the SWLRT project budget.

The SDEIS comment, however, seems to say that the cost of such remediation is unknown and has not been included in the cost estimates. Several sections of the alignment have been designated part of the MPCA Brownfields Program. In the best-case scenario, they will not require much remediation; in the worst case, they could become a Superfund site, requiring significant and expensive remediation.

Several members of the public requested budget information that would indicate what amount of the May 2015 increase in the budget from \$1.65 billion to \$1.99 billion was earmarked for remediation in the Kenilworth Corridor. The SW Project Office provided only the highest level of information, and indicated that they do not track the line items for things like soil remediation on a segment-by-segment basis, but only in total for the project. KIAA is disappointed in this low level of transparency and is left to wonder if remediation will require a Construction Contingency Plan above and beyond the general Contingency budget line item. The cost of such a Contingency Plan for Remediation should be included in the project budget.

3.4.3 Economic Effects

Long-Term Direct and Indirect Economic Impacts

Comment: KIAA disputes the statement that SWLRT will positively impact property values, especially around the 21st St station and Kenilworth Channel. The current freight alignment in the Kenilworth Corridor, which was supposed to be temporary, is already a negative and permanent defect on property values, and this becomes magnified as a negative defect on properties along the line with co-location of SWLRT. The threat of a collision and derailment as such incidents gain increased attention in the news media will in all likelihood increase the scrutiny of buyers as they evaluate the Kenilworth area as an investment and home for their families. Much of Kenwood is within the half mile “blast zone.” Currently there is no viable plan to contain the effect of a derailment and crash in any urban area other than to let the blast “burn out” for the safety of the overwhelmed first responders. Further, the increased noise, vibration, and light without the previously promised removal of freight rail is an exponential increase in the disturbance in an area that is well known for its park-like feel and “up north” atmosphere. The increased adverse effects of co-location will be a permanent defect to homes within earshot and sight of the line; auditory adverse effects would reach as far as Lake of the Isles Parkway based on the audible sounds of the current freight line, but as a much more disruptive cacophony of LRT bells and horns versus the current infrequent “low rumble” of freight.

Further, while studies such as *rtd-fastracks.com* and others show that the access to light rail increase property values in high density, transient (apartment-filled), younger, urban neighborhoods, the area around the Kenilworth corridor is not representative of those attributes. The study mentioned, among others, shows that higher income and low-density neighborhoods do not see the positive impact on property values, as they do in lower to middle income neighborhoods that more regularly use public transit.

While the projected 1600 ride/daily boardings and alightings appear unrealistic, there will nonetheless be an adverse impact from those who do park in the neighborhood to access the station, resulting in residents closest to the station losing on street parking in front of their homes. This will create a parking lot feel to the low density neighborhood and be a detractor from potential buyers, negatively impacting home values.

Finally we do not support denser development in Kenwood, nor would it be feasible on any meaningful scale due to the mature and stable nature of the neighborhood. Any development would further denigrate the existing green space in the corridor, especially around the 21st St station.

We therefore dispute and challenge the SDEIS statement that mitigation for economic impacts is not warranted for the Kenilworth Corridor, particularly in the absence of any plausible property impact study.

Short-Term Direct and Indirect Economic Impacts

Comment: The SDEIS addresses only short-term economic impacts related to freight movements in the corridor. We assert that property owners in Kenwood would experience adverse economic impacts during construction; we are concerned that there will be a severe temporary degradation of property values due to the noise, traffic, vibration and uncertainties of the construction period, and we request that property assessments be reconsidered with the purpose of providing tax relief such as what was seen and acted upon during the upgrade of Highway 12 to Interstate 394. We request that a standard preconstruction survey be conducted on the route of construction vehicles or within the construction zone. We also request that there be a plan to ensure that school hours at the Kenwood School be respected – noise and activity should not take place in a manner that interrupts learning. Further, we request specification on what daily clean up and street sweeping would occur to minimize impact on the neighborhood.

3.4.4.2 Roadway and Traffic

As summarized in Table 3.4-1, there would be three new at-grade light rail crossings of roadways within the segment (Wooddale Avenue, Beltline Boulevard, and West 21st Street). At each crossing, light rail operations would impede vehicular traffic for approximately 50 seconds approximately 12 times per hour (six times per hour in both directions).

Comment: KIAA is concerned about emergency access being reduced 12 times per hour to East Cedar Lake Beach and the residences on Upton Avenue S. The freight train, which was originally to be removed, coupled with the light rail line, will exponentially impair access. We see no possible way to mitigate this impact even beyond the measures that are mentioned in the SDEIS. Police frequently need immediate access to the beach and park for the purpose of public safety and criminal matters; Water emergencies, fire, or medical emergencies would be exacerbated with each moment of delay. We see no possible way to mitigate this impact.

KIAA is concerned about the short-term impact on neighborhood roads that would be used for construction of the Kenilworth Corridor segment, including, but not limited to Penn Ave S, 21st St W. KIAA requests that funding be set aside for road repair

during and at the conclusion of construction to ensure that the burden of the cost of repair is not tendered to Kenwood residents via an assessment.

KIAA requests that passage of construction vehicles and materials through the neighborhood are limited to normal business hours to minimize neighborhood disruption. Please see Addendum #2 for the referendum passed by KIAA regarding the importance of this issue and we request some acknowledgement and plan for such mitigation during construction and repair post construction to any damage sustained to neighborhood housing or infrastructure.

3.4.4.3 Parking

Indirectly, the LPA could affect the supply of and demand for off-street parking in the St. Louis Park/ Minneapolis Segment due to development new light rail station areas. Any development occurring within the segment would, however, be required to comply with the City of St. Louis Park's and the City of Minneapolis' parking requirements, which would tend to ensure a long-term balance of parking supply and demand.

Comment: KIAA is concerned that there is complete disregard in the SDEIS for the impairment of on-street parking availability in its neighborhoods near the proposed 21st St Station for residents and their guests, as well as emergency access to those homes, especially in winter when streets are narrowed due to snow buildup. KIAA continues to oppose a park and ride lots at 21st St.

3.4.4.4 Freight Rail

Comment: Contrary to 15 years of previous planning, the SDEIS now claims that the need "to develop and maintain a balanced economically competitive multimodal freight rail system" as a justification for the Southwest light rail project (SDEIS page 1-1). The public, policy makers, and funders are generally unaware of this new "need" – one that has directed approximately \$200 million of the Southwest light rail budget to improving *freight* rail and making it permanent in the Kenilworth Corridor.

In 1998, when freight was reintroduced to the Kenilworth Corridor, freight was to be a temporary alignment until light rail could be built. Despite public agreements and related state funding, none of the responsible parties secured appropriate legal documentation to ensure that freight would be moved to make way for light rail. Many of the parties responsible for this serious and politically tainted "mistake" have been, and continue to be, deeply involved in the SWLRT planning process.

Since the Alternatives Analysis assumed that "freight would be relocated to make way for light rail," the financial, political, and environmental costs of addressing freight rail in the Kenilworth Corridor were not considered at this critical juncture. Neither Hennepin County nor the Met Council has ever conducted an honest and unbiased analysis of alternative ways to serve the southwest suburbs' transit needs.

When the City of Minneapolis was required to vote on alignment 3A as the proposed Locally Preferred Alternative (LPA), the City Council members were told that freight rail would be relocated and that LRT would run at-grade in Kenilworth. The costs and concerns of freight relocation were again ignored.

The Project Scoping Report for the 2012 Draft Environmental Impact Statement said clearly, "Freight Rail is independent of the Study." Although the Federal Transit Administration (FTA) noted this erroneous assumption when it approved preliminary engineering, neither Hennepin County nor Met Council ever amended the project scope to include freight rail.

When the City of Minneapolis was pressed to accept co-location in 2014, the City Council lacked critical information to make an informed decision because freight co-location with LRT and tunneling were never part of the original LPA and subsequent DEIS.

The present SDEIS does little to further the knowledge of risks to the environment and public safety of co-location of freight and SWLRT. It is remarkable more for what is not included than what is included.

Not addressed in this SDEIS are the following issues related to making freight permanent in the Kenilworth Corridor:

1) The current freight operator, TC&W, transports hazardous freight through Kenilworth, in very close proximity to homes, trails and parks. This freight includes such flammable and explosive products as ethanol, fuel oil, propane, and anhydrous ammonia. Should a derailment occur, the consequences could be catastrophic. The need for containment and evacuation plans in nowhere acknowledged in the SDEIS. The federal Freight Rail Administration (FRA) expects at least 10 to 20 oil or ethanol derailments annually. Nationwide, over 7000 train derailments occurred in 2014. These concerns are not just theoretical.

It is troubling that even after a multitude of concerns were raised by the City of St. Louis Park and its residents in response to the

relocation of freight proposed the 2012 DEIS, the current SDEIS does not contain one word acknowledging the presence or dangers of high hazard freight through the Kenilworth Corridor. There is evidently no safety plan should an ethanol or other hazardous materials freight derailment occur, and no containment and recovery planning should a disaster encroach on the tunnel and/or spill in to the Minneapolis Chain of Lakes.

2) TC&W is a private business and is free to operate as it deems appropriate. Since 1998 when freight was temporarily reintroduced, TC&W has significantly expanded the number of cars shipped through Kenilworth. The contents of these cars has also changed and will continue to do so as ethanol production increases – unit trains of 100 ethanol tankers have replaced short configurations of soybean and farm equipment carriers. Furthermore, the owners of TC&W are free to sell the company at any point to any one of the major railroads. This would cause an even greater expansion of traffic and movement of hazardous products in close proximity to homes. Upgrading the freight rail infrastructure at public expense and making it permanent increases the value of TC&W and thus increases the likelihood that it will be sold. Nowhere has this been made public.

3) Currently, TC&W trains voluntarily operate at a speed of 10 miles per hour through the Kenilworth Corridor. Our understanding is that they are under no legal obligation to do so. Going forward, the company may choose to sell to a company that does not respect this speed limit or TC&W may decide to increase speeds. A long-term enforceable agreement with the freight operator and the Hennepin County Regional Rail Authority should be considered as part of this project.

4) The Met Council has requested waivers from the Federal Rail Administration in order to put the jurisdiction of the co-located freight and light rail under the FTA. We see no evidence that the FTA or the Met Council have the capacity to oversee the co-location of hazardous freight and passenger rail in a narrow urban corridor.

5) The distance between the newly permanent freight rail and the light rail with its overhead electrical wires does not appear to respect industry standards or best practices. Even with crash walls, the proximity of electrified freight rail to passenger rail adds to safety risks. Catenaries can and do spark, which could be disastrous if it occurs when an ethanol tanker is passing. The risk may be low, but the consequences would be extreme.

6) Heavy freight rail obviously causes vibrations that travel through the ground. We see no evidence that the potential for long-term damage to either LRT structures or to residences and other buildings from freight vibrations has been considered in this SDEIS. Upgrading and making freight permanent increases the risks that freight vibrations will damage homes; KIAA therefore requests a pre-construction assessment of potentially affected properties and long-term monitoring with agreements that damage to residences will be compensated.

7) The SDEIS does not explore public sector liability if SWLRT or freight causes damage or harm. Currently, freight companies carry limited liability that only covers their rolling stock and train infrastructure. In light of the catastrophic potential of any accident in the Kenilworth Corridor, this insurance liability assessment should be done prior to building SWLRT, made public, and included in construction and operating cost estimates.

3.4.4.5 Bicycle and Pedestrian

Comment: The Minneapolis Park and Rec board reported in 2010 the Kenilworth Corridor receives 600,000 discrete unique visits per year. And the current “north woods” feel of the area enhances those visits. That experience would be significantly impacted by the addition of light rail, especially co-located with freight rail. This includes an expectation of natural quiet conditions. Pedestrians do not pass quickly through the park-like environment and will therefore be significantly impacted by added noise, movement and infrastructure of the LRT and freight rail. The speed joined with the noise at close proximity greatly detracts from the trail experience for both bicyclists and pedestrians, and can even be frightening to users. KIAA asserts that this clearly constitutes a long-term adverse impact on bicycle and pedestrian experience in the Kenilworth Trail and must be mitigated to the greatest extent possible.

There is also a concern for safety at crossings, and a poor precedent set by previously constructed light rail lines on what we might expect. We find this photo to be an example of an unacceptable measure of safety:



As previously stated, is there any concern of having live wires for light rail within 25 feet of an active ethanol freight line? We ask for consideration on this matter per Rep Hornstein's statement at the Dunwoody SWLRT hearing.

3.4.4.6 Safety and Security

Comment: KIAA is concerned about the difficulty of providing emergency services to LRT users and freight trains throughout the Minneapolis portion of the corridor. There is limited operational infrastructure in the corridor (e.g., lack of hydrants), and few access points for emergency vehicles. In particular, we expect that the 21st Street access point will have to be used by police cars, fire engines, and ambulances to service points between the Kenilworth Lagoon and the Penn Avenue station. We request and urge the Council to design access in a minimally intrusive way, and consider mitigation that will limit the impact of these public services on the neighborhood.

LONG-TERM IMPACTS

Comment: The current plan to co-locate freight and LRT within the same corridor — within a dozen feet of each other in certain places — creates new, potentially catastrophic hazards. It is currently proposed that the freight train (which carries volatile and explosive ethanol on a daily basis, and several unit trains of ethanol per month) remain permanently in the Kenilworth Corridor. The addition of the SWLRT with its electrical power wires only a few feet away exacerbates the existing danger of ethanol in the corridor. Current safety standards recommend against co-location in such close proximity when there are alternatives; other alternatives for this SWLRT alignment must be explored.

Furthermore, in the event of an explosion of ethanol trains along this corridor, we understand that the foam retardant required to extinguish the fire is “within a 3 hour distance” of the corridor. We believe that the potential harm during that “3 hour window” along with permanent damage to residences and residents should be quantified. Should an explosion occur during the passing of an LRT train, the potential exists for loss of life or harm to those exposed to the hazardous fumes.

Comment: Please note that the Minneapolis Park Police also provide service within the study area. KIAA requests that the MPRB Police be consulted on security issues related to the impact of a proposed station at 21st Street on East Cedar Lake Beach (Hidden Beach) and their input be incorporated into final design plans. In the summer 2012, Hidden Beach generated more police actions than any other park in the MPRB system. For the last five years, KIAA has provided supplementary funding to the Park Police to allow for increased patrols in this area. The neighborhood has expressed grave concern that an inadequately managed station would increase opportunities for illegal behavior. To reduce the risk of such behavior we request that the Met Council study whether it be appropriate for service at 21st St station cease at 10PM, which coincides with the normal evening closure of Cedar Lake Park.

SHORT-TERM IMPACTS

Cedar Lake Parkway is a critical artery for Kenwood residents and others. Currently, rush hour traffic produces backups that sometimes extend from Lake Street, along Dean Parkway and Cedar Lake Parkway. (On June 11, 2015, an accident at Dean Parkway and Lake Street slowed traffic on Dean Parkway to a crawl for over an hour.) The closing of Cedar Lake Parkway at the Kenilworth Trail would be necessary during the construction of the proposed tunnel from West Lake Street to just past Cedar Lake Parkway. Affected neighborhoods already have limited entry and exit points.

The SDEIS does not address the need to ensure reasonable transportation options during this period. Especially important are routes for emergency vehicle access. There must be plans for fire and ambulance routes in the affected neighborhoods. Travel time for emergency vehicles would be increased during that closing. The SDEIS describes such delays as “minor”; we take vigorous issue with such a demotion of safety concerns, as even two minutes could be the difference between life and death, or a home being saved from fire or destroyed.

Also missing is information on what measures, including evacuation plans, would be necessary to protect the Cedar Shores townhomes when the TC&W trains, with their explosive freight, are moved several feet closer to them during construction.

Appendix – Addendum #1

Addendum: Kenwood Isles Area Association **Position Statement on Freight Relocation for SWLRT**

Adopted July 1, 2013

Nearly a mile of the proposed SWLRT runs through the Kenwood Isles Area Association neighborhood. **We vehemently oppose the idea of maintaining freight rail along with light rail at grade in the Kenilworth Corridor, known as “co-location.”**

Relocation of freight out of the Kenilworth Corridor has been promised for years. While the corridor was long used for transporting goods, freight use of Kenilworth was halted in 1993 when the Midtown Greenway was established. When freight was later re-introduced into the Kenilworth Corridor, Hennepin County assured residents this use of the corridor was temporary.

Meanwhile, over 20 years of citizen efforts to build and maintain Cedar Lake Park and the Kenilworth Trail have resulted in a more beautiful and complete Grand Rounds and Chain of Lakes. Traffic on federally funded commuter and recreational bicycle trails in the Kenilworth Corridor grew to at least 620,000, perhaps approaching one million, visits in 2012.

When the Hennepin County Regional Railroad Authority began looking at using the Kenilworth Corridor for LRT, several key studies and decisions reiterated the expectation that if Kenilworth is to be used for transit, then the freight line must be relocated. (See notes below.) Trails were to be preserved. Freight rail was to be considered a separate project with a separate funding stream, according to Hennepin County. This position was stated publicly on many occasions, including Community Advisory Committee meetings and Policy Advisory Committee meetings.

Minneapolis residents have positively contributed to the SWLRT process based on the information that freight and light rail would not co-exist in the Kenilworth Corridor. Although many of us think that Kenilworth is not the best route, most have participated in the spirit of cooperation and compromise to make the SWLRT the best it can be.

Despite numerous engineering studies on rerouting the freight rail, it was not until December 2012 that the current freight operator in the Kenilworth Corridor, TC&W, decided to weigh in publicly on the location of its freight rail route. TC&W rejected the proposed reroute.

The Met Council has responded by advancing new proposals for both rerouting the freight and keeping it in the Kenilworth Corridor. For either option, these proposals range from the hugely impactful to the very expensive – or both. Six of the eight proposals call for “co-location” despite the temporary status of freight in Kenilworth. The Kenilworth proposals include the destruction of homes, trails, parkland, and green space. Most of the proposals would significantly add to the noise, safety issues, visual impacts, traffic backups, and other environmental impacts identified in the DEIS.

This is not a NIMBY issue. The Kenilworth Trail provides safe, healthy recreational and commuter options for the city and region. It is functionally part of our park system. The Kenilworth Corridor is priceless green space that cannot be replaced.

For over a decade public agencies have stated that freight rail must be relocated to make way for LRT through the Kenilworth Corridor. If this position is reversed midway through the design process for SWLRT, the residents of Kenwood Isles would find this a significant breach of the public trust.

Simply stated, none of the co-location proposals are in keeping with the project goals of preserving the environment, protecting the quality of life, and creating a safe transit mode compatible with existing trails.

This has been a deeply flawed process, and we **reject any recommendation for at-grade co-location in the Kenilworth Corridor. If freight doesn't work in St. Louis Park, perhaps it's time to rethink the Locally Preferred Alternative.**

Notes

1) The 29th Street and Southwest Corridor Vintage Trolley Study (2000) noted that, "To implement transit service in the Southwest Corridor, either a rail swap with Canadian Pacific Rail or a southern interconnect must occur."

2) The FTA-compliant Alternatives Analysis (2005-2007) defines the Kenilworth section of route 3A for the proposed Southwest Light Rail in this way: "Just north of West Lake Street the route enters **an exclusive (LRT) guideway in the HCRRA's Kenilworth Corridor to Penn Avenue**" (page 25). This study goes on to say that "to construct and operate an exclusive transit-only guideway in the HCRRA's Kenilworth Corridor the **existing freight rail service must be relocated**" (page 26).

3) The "Locally Preferred Alternative" (LPA) recommended by HCRRA (10/29/2009) to participating municipalities and the Metropolitan Council included a recommendation that freight rail relocation be considered as a separate "parallel process."

4) In adopting HCRRA's recommended Locally Preferred Alternative based on treating relocation of the freight rail as a separate process, the City of Minneapolis' Resolution (January, 2010) stated:

"Be It Further Resolved that the current environmental quality, natural conditions, wildlife, urban forest, and the walking and biking paths be preserved and protected during construction and operation of the proposed Southwest LRT line.

Be It Further Resolved that any negative impacts to the parks and park-like surrounding areas resulting from the Southwest LRT line are minimized and that access to Cedar Lake Park, Cedar Lake Regional Trail, Kenilworth Trail and the Midtown Greenway is retained."

5) The Draft Environmental Impact Statement supports the Locally Preferred Alternative, which includes relocation of freight out of the Kenilworth Corridor. (December, 2012)

6) The **southwesttransitway.org** has stated since its inception that:

Hennepin County and its partners are committed to ensuring that a connected system of trails is retained throughout the southwest metro area. Currently, there are four trails that may be affected by a Southwest LRT line. They are the

Southwest LRT trail, the Kenilworth trail, the Cedar Lake Park trail, and the Midtown Greenway. These trails are all located on property owned by the HCRRRA. The existing walking and biking trails will be maintained; **there is plenty of space for light rail and the existing trails.** Currently, rails and trails safely coexist in more than 60 areas of the United States.

End of Addendum

Appendix: Addendum #2

January 5, 2015

Resolution to Recommend Review of Metropolitan Council's Policy Regarding Project Administration and Accountability to Property Owners

WHEREAS, It has come to the attention of the Kenwood Isles Area Association (KIAA) that a number of homeowners in the Cedar-Isles-Dean neighborhood apparently suffered damage to their properties as a result of the Metropolitan Council's Cedar-Lakes Sewer Improvement Project (MCES Project No. 804122), and

WHEREAS, Neither the Metropolitan Council's contractor nor the Metropolitan Council Environmental Services have taken responsibility or satisfactorily addressed CIDNA homeowners' documented property damage claims, and

WHEREAS, This lack of accountability leads to legitimate concerns about this and all other projects the Metropolitan Council administers, especially the construction and operation of the proposed Southwest Light Rail Transit (SWLRT), and

WHEREAS, This dereliction of responsibility with regard to property damage will potentially affect all properties – public, park or private property alike - along the 16-mile proposed SWLRT route.

THEREFORE BE IT RESOLVED, That the KIAA Board of Directors urgently requests that the Metropolitan Council review its policies for resolving property damage disputes resulting from its construction projects and its role in administering projects;

BE IT FURTHER RESOLVED, That based on this review and before construction begins on the SWLRT, the KIAA Board of Directors urges the Metropolitan Council to put clear and reasonable processes in place to resolve damage disputes and fairly compensate property owners who experience damage as a result of Metropolitan Council projects.

From: [KIM and KENNY](#)
To: [swlrt](#)
Subject: SWLRT comment
Date: Monday, July 20, 2015 2:09:52 PM

SWLRT Supplemental Draft Environmental Impact Statement comment

SWLRT Public Process

The SWLRT public process is seriously flawed when the governmental bodies decided on the projects alignment, had meetings behind closed doors, actually asked various municipalities involved to vote in favor of the project before the entire EIS process was completed. It is apparent that many citizens voices are not being heard. Many people living in the neighborhood were not informed of the SWLRT plans until it was already a done deal. Please address the following questions and concerns.

Questions:

- Will the various municipalities involved in the SWLRT project be taking a final vote on this project after the EIS process is complete?
- What alternative route plans were available for municipalities to review at the time of the vote to approve the current SWLRT alignment?
- If there is not another review and vote by municipalities should one conclude the project is already rubber stamped for approval without municipalities having up to date information on alternatives routes and environmental impacts?

SWLRT Alternatives Routes

To say that governmental bodies seriously explored other viable routes than the current SWLRT preferred plan is an immeasurable understatement. Light rail projects need to be built in high density population areas. The preferred SWLRT route plans and data were much more detailed than the other viable alternative routes; these plans were inadequate and not explored in depth with supporting data.

Please explain why the following alternative SWLRT routes were not seriously considered by providing comprehensive plans and detailed data equivalent to the current preferred SWLRT planned route to support rejecting the following viable alternative routes; where there is high density of population and significantly less potential for environmental damage.

- The Mid-Town Greenway an existing trail that runs east to west for many miles
- Lake Street connects the cities of Minneapolis and St.Paul and serves a high density population neighborhoods
- Using Lagoon Ave, 31st Street, 28th and 26th Streets in conjunction with the Lake Street option
- Cedar Lake Trail an existing train route that runs east and west for many miles

from downtown Minneapolis to western suburbs

- Highway 55
- Highway 394
- Highway 100

Environmental concerns surrounding Cedar Lake and Lake of the Isles

The groundwater in the area of Cedar Lake is very shallow. It appears as though the deciding government bodies for this project doesn't remember what recently happened at 1800 Lake Street Apartments in Minneapolis. Millions of gallons of groundwater spewed into the garage area of the apartments for many months then it was redirected into the channel of Lake of the Isles. After lawsuits were settled the developer was instructed to fix the groundwater issue. Please provide information on what preventative steps will be taken to ensure the groundwater in the area of SWLRT project will be protected and not abused.

Questions:

- How will the SWLRT construction process protect groundwater and the lakes from pollution?
- How many gallons of groundwater will be pumped and redirected?
- Will this project send recharged groundwater back into the aquifer?
- Is there money in the SWLRT **budget** for mitigating groundwater intrusion? If so how much?
- Will groundwater be wasted and diverted into our lakes, creeks, streams, wetlands?
- How will construction around Cedar Lake effect subterranean species?
- What endangered species, flora, fauna have been found and studied? Were experts in the specific areas of these individual species consulted? How will these species be protected?

Effect on property owners and condemnation of properties in the path of project

Questions:

- How will the project negatively impact or compromise adjacent homeowners property?
- Where are the specific plans of what homes will be impacted? Include addresses.
- Are there plans to compensate homeowners for damages to there properties, if so how will this be done?
- How much money is in the SWLRT **budget** for homeowner repairs and condemnation of properties in the path of project?

How will homeowners who will be displaced be compensated?

- How and who will actually determine the net worth of the displaced homeowners home values and relocation expenses?
- Who will be the governing body to pay displaced homeowners and how will that complete process work from beginning to end?

I am vehemently opposed to building the SWLRT in the Cedar Lake corridor. The environmental risks associated with this pristine urban forest is not worth building SWLRT in this location. In addition, there will be virtually no ridership in this area.

Please send me an immediate confirmation that you have received my comments.

Thank you
Kim Ramey
2007 Ewing Ave. South
Minneapolis, MN. 55416
7-20-2015

From: [KIM and KENNY](#)
To: [swlrt](#)
Subject: SWLRT SDEIS comment
Date: Monday, July 20, 2015 10:42:08 PM

SWLRT Supplemental Draft Environmental Impact Statement comment

The Minnehaha Creek flows directly into Cedar Lake from Lake Minnetonka. The thought that the proposed construction of the current SWLRT preferred plan would only potentially effect Cedar Lake or the surrounding city lakes is short sighted. There have been several incidents around the world of lake water being diverted or lake water disappearing during the construction process, earthquakes and drilling operations. The Earth is experiencing accelerated climate change which now yields more frequent calamitous weather events. Please answer the following questions and concerns.

- Will Cedar Lake, Minnehaha Creek, Lake Minnetonka, Lake of the Isles water levels be monitored and measured during the construction process?
- Has there been baseline water levels measured in the Minneapolis city lakes and Lake Minnetonka? If not when will the baseline measurements be completed before construction begins?
- How often and at what specific locations will lake water measurements be calculated during construction? And how long after construction is complete?
- What is the depth of the groundwater at Cedar Lake in the effected area where SWLRT preferred plan is being constructed?
- How many feet apart around Cedar Lake were groundwater depths calculated?
- During the construction process of SWLRT explain in depth what studies have been completed regarding pile driving around Cedar Lake?
- How many piles will be used around Cedar Lake and at what depth?
- How have the incidents surrounding other lakes around the world of water disappearances or water diversion been studied? What lakes were used to study this phenomenon?
- What studies have been done regarding the issues surrounding broken lakes seals causing the lake water levels to be diverted or disappear?
- In the case of a catastrophic environmental event of diverted or disappearing lake water which direction and where would this water go?
- Is there an emergency plan in place to deal with an unforeseen catastrophic environmental events? If so; Is the emergency plan in the current budget?
- Have the subterranean soils identified around Cedar Lake been studied for the viability to withstand the harsh environmental intrusion of construction process?
- How will the soil around the lake area be altered?

- What will soil correction cost?
- What matter will be used to stabilize soil around the lake area and will this matter be environmentally safe to use around lake water?
- How will altering soil conditions around Cedar Lake effect/protect subterranean species?
- What studies have been done on the effect of hydrostatic pressure during the construction process and after when the trains are fully operational around Cedar Lake?
- What will be the effect of hydrostatic pressure caused by the weight and vibration of the frequently passing trains on Cedar Lake and surrounding areas?
- Are there endangered species, fauna, flora in the SWLRT preferred plan construction route?
- What studies were done by Cedar Lake to assess the effect of changing the landscape of this environmentally sensitive urban forest on migratory birds, butterflies, bees?

Thank you

Mr. & Mrs. Kenneth Ramey

2007 Ewing Ave. South

Minneapolis, MN. 55416

From: [Lynn Levine](#)
To: [swlrt](#)
Cc: Sophia.Ginnis@metrotransit.org; [Mockovciak, James](#)
Subject: SWLRT Supplemental Draft Environmental Impact Statement comments
Date: Monday, July 20, 2015 5:40:13 PM

SWLRT Public Process

This process was "democracy" at its worst.

My understanding, after attending court hearings in a lawsuit to stop this bad alignment, is that governmental bodies decided on the project's alignment, had meetings behind closed doors, actually negotiated with various municipalities about the alignment to gain a favorable vote, and did all this behind closed doors in secret meetings. This hypocrisy took place before the EIS process was completed! To add insult to injury promises and commitments were made and certain routes eliminated with no regard to the real question about which route would be best for the environment. Voices of citizens took a back seat, at best, and many citizens were not informed or misinformed in the planning stages. Sadly, those most affected by the poor choice of route, including those who may lose their homes, were kept out of the process. We believe they were deliberately kept out.

We are asking that the following questions be answered:

Questions:

- Will the various municipalities involved in the SWLRT project be taking a final vote on this project after the EIS process is complete?
- What alternative route plans were available for review at the time of the vote to approve the current SWLRT alignment?
- If there is not another review and vote by municipalities should one conclude the project is already rubber stamped for approval without municipalities having up to date information on alternatives routes and environmental impacts?

SWLRT Alternatives Routes

Governmental bodies did not seriously explore other viable routes, alternatives to the current SWLRT preferred plan. Light rail projects need to be built in high density population areas. The preferred SWLRT route plans and data were much more detailed than the other viable alternative routes; these plans were inadequate and not explored in depth with supporting data.

The plan was driven by the fact that money was available, instead of the other way around (seeking money for a good plan). As a result so much money is already invested that going over budget (by a lot) becomes a selling point, instead of a detaining point. In other words, cutting some of the excess off the bloated budget is portrayed as a "saving" rather than admit the entire plan is flawed.

Please explain why the following alternative SWLRT routes were not seriously considered by providing comprehensive plans and detailed data equivalent to the current preferred SWLRT planned route to support rejecting the following viable alternative routes; where there is high density of population and significantly less potential for environmental damage.

- The Mid-Town Greenway an existing trail that runs east to west for many miles
- Lake Street connects the cities of Minneapolis and St. Paul and serves a high density population neighborhoods
- Using Lagoon Ave, 31st Street, 28th and 26th Streets in conjunction with the Lake Street option
- Cedar Lake Trail an existing train route that runs east and west for many miles from downtown Minneapolis to western suburbs
- Highway 55
- Highway 394
- Highway 100

Environmental concerns surrounding Cedar Lake and Lake of the Isles

The groundwater in the area of Cedar Lake is very shallow. It appears as though the deciding government bodies for this project doesn't remember what recently happened at 1800 Lake Street Apartments in Minneapolis. Millions of gallons of groundwater spewed into the garage area of the apartments for many months then it was redirected into the channel of Lake of the Isles. After lawsuits were settled the developer was instructed to fix the groundwater issue. Please provide information on what preventative steps will be taken to ensure the groundwater in the area of SWLRT project will be protected and not abused. Further, the Chain of Lakes has taken serious hits in the past, starting with the selling of the spring that feeds Cedar Lake to Prudential. The cumulative effects of this, the Ewing Wetland "compromise" granting permission to destroy a working wetland based on false facts presented to agencies and the current plan must be considered. An "acceptable" environmental impact should consider a starting point where our lakes were healthy. Instead, past damage is touted as a lower bar for impact evaluation.

Questions:

- How will the SWLRT construction process protect groundwater and the lakes from pollution?
- How many gallons of groundwater will be pumped and redirected?
- Will this project send recharged groundwater back into the aquifer?
- Is there money in the SWLRT **budget** for mitigating groundwater intrusion? If so how much?
- Will groundwater be wasted and diverted into our lakes, creeks, streams, wetlands?
- How will construction around Cedar Lake effect subterranean species?
- What endangered species, flora, fauna have been found and studied? Were experts in the specific areas of these individual species consulted? How will these species be protected?
- Will there be any penalties for sudden realizations that the impacts were greater than predicted (which they usually are).

Effect on property owners and condemnation of properties in the path of project

Questions:

- How will the project negatively impact or compromise adjacent homeowners property?

- Where are the specific plans of what homes will be impacted? Include addresses.
- Are there plans to compensate homeowners for damages to there properties, if so how will this be done?
- How much money is in the SWLRT **budget** for homeowner repairs and condemnation of properties in the path of project?
- How will homeowners who will be displaced be compensated?
- How and who will actually determine the net worth of the displaced homeowners home values and relocation expenses?
- Who will be the governing body to pay displaced homeowners and how will that complete process work from beginning to end?

My neighbors and I are vehemently opposed to building the SWLRT in the Cedar Lake corridor. The environmental risks with destroying this pristine urban forest are surely going to be much more than predicted by a biased group of proponents. There is a lawsuit still pending about the flawed process, and as usual, citizens are being taxed to pay for attorneys fighting against us. In addition we have to chip in our own money to pay our lawyers.

Furthermore, aside from environmental risks the alignment is (forgive my bluntness) stupid. There will be virtually no ridership here.

Please send me an immediate confirmation that you have received my comments.

Thank you for reading and responding to these comments.

Lynn Levine
1941 Ewing Avenue South
Minneapolis, MN 55416

From: [Gail Freedman](#)
To: [swlrt](#)
Subject: SWLRT through Kenilworth
Date: Monday, July 20, 2015 12:52:12 PM

Hi,

I'm writing to beg you to redirect this route to save our precious natural resources.
Put the rail somewhere else, not through our beautiful biking/walking paths.

I appreciate it!

Thank you.

Gail Freedman
Bryn Mawr neighborhood of Minneapolis, MN
28 Thomas Ave So
Mpls, MN 55405

From: [Bill McGaughey](#)
To: [swlrt](#)
Subject: SWLRT
Date: Monday, July 20, 2015 10:11:57 AM

I live in Harrison neighborhood and am still in favor of building a light-rail line to the southwest suburbs.

William McGaughey

From: [Erin Cosgrove](#)
To: [swlrt](#)
Subject: Comment to the SDEIS
Date: Tuesday, July 21, 2015 11:59:02 AM

My comments to the SDEIS are the same as Safety in the Park (attached):

Regarding co-location options omitted from the SDEIS (why is a mystery to all common-sense folks):

Add the most simple solution back into the SDEIS: Move the bike trail out of the corridor!

Save money by doing this too.

At least one of the co-location options that do not involve tunnels should remain in the list of viable options and/or all relocation options should be removed from contention after the step one evaluation. Due to the signed 1998 City of Minneapolis agreement with the Hennepin County Regional Rail Authority (HCRRA) to move the bike trail when the Kenilworth Corridor is needed for transit the most likely option to retain would be relocation of the bike trail.

Thank you,

Erin Cosgrove

From: [Corbett, Michael J. \(DOT\)](#)
To: [swlrt](#); [Craig, E. \(DOT\)](#); [Nelson, Douglas \(DOT\)](#); [Jacobson, Nancy \(DOT\)](#); [Crockett, April \(DOT\)](#); [Lutaya, Andrew \(DOT\)](#); [Impola, Lars \(DOT\)](#); [Rauchle, Ronald \(DOT\)](#); [Kelly, Brian \(DOT\)](#); [Shekur, Hailu \(DOT\)](#); [Erickson, Chad \(DOT\)](#); [Lackey, Clare \(DOT\)](#); [Fischer, Jose \(DOT\)](#); [Wasko, Peter \(DOT\)](#); [Dalton, Richard \(DOT\)](#); [Gina Mitteco](#); [Walding, Shawn \(DOT\)](#); [Bly, Lynne \(DOT\)](#); [Spencer, Timothy \(DOT\)](#); [Krom, Daniel \(DOT\)](#); [Henricksen, Jim \(DOT\)](#); [Paul Czech](#); [Pat Bursaw](#)
Cc: [Nill, Victoria \(DOT\)](#); [Tag, Aaron E. \(DOT\)](#); [Sherman, Tod \(DOT\)](#); [Scheffing, Karen \(DOT\)](#); [Owen, Russell](#)
Subject: RE: DEIS15-002 Southwest LRT SDEIS
Date: Tuesday, July 21, 2015 11:37:30 AM
Attachments: [DEIS15-002-SouthwestLRT-SDEIS.pdf](#)

Ms. Nani Jacobson,

Attached is MnDOT's formal comment letter on the Southwest LRT Supplemental Draft Environmental Impact Statement to be entered into the public record. If you have any questions concerning the letter, please let me know.

Michael Corbett, PE

MnDOT Metro Division – Planning
 1500 W County Road B-2
 Roseville, MN 55113
 651-234-7793
Michael.J.Corbett@state.mn.us

July 21, 2015

Nani Jacobson
Assistant Director, Environmental and Agreements
Metro Transit – Southwest LRT Project Office
6465 Wayzata Blvd, Suite 500
St. Louis Park, MN 55426

SUBJECT: Southwest Transitway Supplemental Draft EIS
MnDOT Review # DEIS15-002
Hennepin County

Dear Ms. Jacobson:

Thank you for the opportunity to review the Southwest Transitway LRT Supplementary Draft Environmental Impact Statement (SDEIS). Please note that MnDOT's review of this SDEIS does not constitute approval of a regional traffic analysis and is not a specific approval for access or new roadway improvements. As plans are refined, MnDOT would like the opportunity to meet with your agency to review the updated information. MnDOT's staff has reviewed the document and offers the following comments:

Commuter and Passenger Rail

In order to ensure sufficient capacity and maintain operational flexibility at Target Field Station, it may be necessary in the future to extend the tail track that currently exists between Target Field and Royalston Avenue farther to the west. It is MnDOT's understanding that the current design for the Southwest extension of the Green Line LRT will allow the placement of a single track between the LRT alignment and the Cedar Lake bicycle trail. Any future design changes between Royalston Avenue and I-94 should continue to allow the opportunity to construct a single track between Royalston Avenue and the I-94 overpass for future use managing train movements within Target Field Station.

For questions related to these comments, please contact Dan Krom (651-366-3193 or daniel.krom@state.mn.us) in MnDOT's Commuter and Passenger Rail Section.

Noise

It is MnDOT's understanding that further determinations need to be made as to which roadways are exempt under Minnesota Statute 116.07 for the FEIS. In addition, it is understood that further analysis on noise impacts/mitigation would be performed to address applicable MPCA and FTA rules and guidelines.

If you have any questions regarding MnDOT's noise policy, please contact Peter Wasko (651-234-7681 or Peter.Wasko@state.mn.us) in MnDOT's Design Section.

Water Resources

It appears that drainage permits will be required where the LRT corridor crosses and parallels state roads within MnDOT's right-of-way. MnDOT expects these determinations will be made when the final design plan is submitted.

Additional information may be required once a drainage permit is submitted and after a detailed review. MnDOT will not allow an increase in discharge to MnDOT right-of-way. For questions related to these comments, please contact Hailu Shekur (651-234-7521 or hailu.shekur@state.mn.us) in MnDOT's Water Resources Engineering Section.

Design

It is anticipated that all trunk highway impacts will be reviewed and approved through the layout approval process and proposed alterations will use the policy and criteria presented in the MnDOT Road Design Manual. Additional information on MnDOT's Geometric Design and Layout Development process can be found at: <http://www.dot.state.mn.us/design/geometric/index.html>

For questions related to these comments, please contact Nancy Jacobson, (651-234-7647 or nancy.jacobson@state.mn.us) in MnDOT's Design Section.

Right-of-Way and Permits

Any use of or work within or affecting MnDOT right-of-way requires a permit. It is anticipated that more specific impacts to MnDOT right-of-way will be determined during the FEIS and Engineering phases. Permit forms are available from MnDOT's utility website at <http://www.dot.state.mn.us/metro/maintenance/permits.html>. For questions related to permit requirements, please contact Buck Craig, (651-234-7911 or Buck.Craig@state.mn.us) in MnDOT's Permits Section.

Thank you for the opportunity to review the Southwest Transitway LRT Supplementary Draft Environmental Impact Statement.

Sincerely,

Pat Bursaw
MnDOT Metro District Office of Planning, Program Management, and Transit

Copy via Email

Buck Craig, Permits
Doug Nelson, Right-of-Way
Nancy Jacobson, Design
April Crocket, Area Manager
Andrew Lutaya, Area Engineer
Ron Rauchle, Area Engineer
Brian Kelly, Water Resources
Hailu Shekur, Water Resources
Chad Erickson, Traffic
Clare Lackey, Traffic
Lars Impola, Traffic
Tony Fischer, Freeways
Pete Wasko, Noise
Rick Dalton, Environmental Services
Gina Mitteco, Bicycles and Pedestrians
Lynne Bly, Team Transit
Shawn Combs Walding, Team Transit
Tim Spencer, Freight
Dan Krom, Passenger Rail
Jim Henricksen, Planning
Paul Czech, Planning
Karen Scheffing, Planning
Tod Sherman, Planning
Aaron Tag, SPO
Tori Nill, SPO
Russ Owen, Metropolitan Council

From: [robert carney](#)
To: [swlrt](#)
Subject: Public Comment for Southwest LRT SDEIS
Date: Tuesday, July 21, 2015 7:24:20 AM
Attachments: [public comment -- Southwest LRT SDEIS -- FINAL.pdf](#)

My public comment is the attached .pdf file.

Please confirm that this submission has been received. Thank you.

Bob "Again" (bobagain) Carney Jr.
4232 Colfax Ave So
Minneapolis, MN 55409

bobagaincarneyjr@gmail.com

cell phone: (612) 812-4867

Public Comment submitted by Bob “Again” (bobagain) Carney Jr., -- re: Supplemental Draft
Environmental Impact Statement for the proposed Southwest Light Rail Line

Preface –

My focus in this public comment is to highlight and explicate what I regard as four fundamental facts.

First, there are alternative alignments available that would be far preferable to the current plan being advanced by the Metropolitan Council. For this reason, the Southwest LRT project should be sent back to the scoping phase – alternatives need to be considered, and one needs to emerge as a real Locally Preferred Alternative. Referring to the current Alignment as a “Locally Preferred Alternative” is laughable – if only for the fact that co-location was not an element of the design when it was chosen.

Second, the so-called “no-build” option is also a reasonable alternative. For this point, I want to emphasize that “no-build” should not be seen as “doing nothing.” Rather, it should be seen as a preference for study and careful consideration of all of the options available to us in Minnesota, and the Twin Cities.

Third, I think the whole idea of focusing on a “corridor” is a fatal flaw in the entire planning process. We need to view transportation, and Transit, as a **system**. In my presentation of what I see as a preferable alternative alignment and plan, I persistently emphasize how what I am suggesting makes sense in the broader context of a Transit and transportation **system** that is optimal for our Twin Cities. I see this perspective as being essentially absent from the SWLRT planning process – that is very unfortunate.

Fourth, the current Southwest LRT plan has -- in effect -- been given a “vote of no confidence” by the Legislature. If the Metropolitan Council persists with their current funding scheme, the inevitable result will be a confrontation with the Legislature next session – one that the Council can’t possibly win, but with the potential to disrupt an opportunity for Minnesota to fully provide for our roads and bridges needs for the next decade. This is covered in more detail shortly – presented in my most recent Star Tribune Editorial Counterpoint article.

If Light Rail is to be introduced at all in this corridor, I would prefer to develop a plan that would be eligible for Federal funding. But let me be blunt: I think the current plan is **so bad** that it may be better to implement a LRT solution that represents the best overall solution in the context of a Transit and transportation **system** for the Twin Cities, even if the plan turns out **not** to be eligible for Federal

funding, according to current formulas. Our main priority can and must be doing what is best for the Twin Cities and Minnesota – not making what really amount to a whole series of bad choices because they “qualify” us for Federal dollars. Unfortunately, I think that is a good summary of the whole history of the SWLRT project. If it emerges that the best plan from a Transit and Equity perspective is ineligible for Federal funding, we should challenge the current formulas, both through the political process, but also in court. If the current formula can be shown to result in sub-equitable LRT systems, that is unacceptable and unjust. Let’s not be afraid to speak that truth.

I am especially concerned – frankly both upset and angry – about the idea of using what either is -- or should be -- park land, because it is seen as a “cheap” or “convenient” option. I have studied the history of Minneapolis and our Park System extensively; it is truly a unique and amazing history. As an example of this study, I encourage you to visit my web site, www.bobagain.com, and view my featured video on the history of our park system.

We have traditionally thought ahead a hundred years, and have been successful in coordinating both good stewardship – an idea rooted in and derived from our Judeo-Christian values -- and economic and business interests. The current SWLRT plan, and the whole history of the project, is nothing short of an assault on that history. The Kenilworth corridor is – on a “de facto” basis – a park. **GO LOOK AT IT!** Walk or bike through it! Throughout our history, our approach to this situation would be to concentrate on acquiring this land as park land, and developing it as part of our park system. That’s what we should do now. I think there is an area near the proposed Penn Station that could and should be developed as a combination of residential and commercial development, and that can be linked to downtown with outstanding transit resources. Running Light Rail through the Kenilworth Corridor is NOT the way to do this!

An assessment of Minnesota’s current situation regarding roads and bridges, and transit

Below is the text of my most recent Star Tribune op-ed article – published July 13th in the print edition – it includes in summary form the outline of the Alternative Alignment that comprises most of this Public Comment:

TITLE OF STAR TRIBUNE ARTICLE: Southwest light-rail plans unrealistic

In two recent editorials this paper lamented the 2015 Legislature’s failure to meet Minnesota’s transportation challenges and celebrated the latest not-dead-yet Southwest light-rail plan,

wrapped in shiny new duct tape (“Minnesota sputters in roads, transit race,” July 6; “Civic sacrifice keeps Southwest on track,” July 8).

Those editorials are unrealistic. Let’s survey what the Legislature and Gov. Mark Dayton could agree to next year — and what is out of reach.

Fortunately our state transportation commissioner — self-described “old bus guy” Charlie Zelle — is respected and trusted by all.

Zelle told the House Transportation Committee in January that without reliable funding he could not responsibly choose more expensive but also more cost-effective options. When a budget is too tight, only short-term band-aid solutions are possible. DFL Rep. Ron Erhardt — a former Republican Transportation Committee Chair — took Zelle’s cue, proposing a constitutional amendment to permanently dedicate new funding. Expanded bonding authority could be included in that amendment.

Zelle’s prudence, reliable management and realistic numbers are the foundation for the real lead story from this year’s session: Dayton and House Republicans agree about the billions needed for a decade of adequate and effective spending on roads and bridges.

All things considered, this represents real progress — it’s not a “giant step backward.” Next year our Legislature and governor can, should and might agree to fund roads and bridges for one year, followed by a November constitutional vote to provide the decade of reliable funding Zelle insists on.

As a registered lobbyist for “We the People,” I promoted the Legislature’s decision to cancel an earlier \$30 million Southwest LRT appropriation — repurposing those dollars for Metro Transit operations. That plan — the best available option as the session wound down — ensured that Metro Transit could avoid service or job cuts.

At the special session House Speaker Kurt Dauterive confirmed to me that with only \$15 million of state money now appropriated (\$150 million less than planned), there will be no more state Southwest LRT money in 2016.

This brings me to the bad news. Based on my lobbying work with dozens of legislators, it’s clear that Minnesota’s transit challenge simply cannot be solved next year.

The current transit sales tax system — now heavily favoring Hennepin County — is losing support from other counties. The Chamber of Commerce supported the new quarter-percent transit sales tax in 2008; today they oppose any increase. And that was before the most recent Southwest LRT planning disasters.

This paper's editorials implicitly acknowledged these transit obstacles — noting that when the DFL controlled both Houses and the governor's office, no transit sales tax increase was approved.

If light rail is to go forward at all, a new framework is needed, possibly including public-private partnership elements and light-rail tax districts.

Unfortunately, the Met Council is choosing to ignore our elected governor and Legislature. Their Southwest LRT finance plan now includes "Certificates of Participation" — backed by anticipated tax revenue — to be sold if (make that when) the Legislature doesn't provide more money next year.

Fortunately, we have alternatives.

One Southwest LRT option could start in Hopkins (supplemented beyond by buses), follow the Greenway (below grade) — surfacing at a giant Interstate 35W Transit Hub linking with I-35W MNPass bus service and the Lake Street and Nicollet lines — and then (elevated) follow the freeway corridor to Franklin, a Convention Station, and finally to Royalston and Target Field Stations.

Light rail can and should make all Minneapolis stadiums and arenas — and the nearby U of M — extensions of our convention facility. Convention visitors quickly could go to the heart of our amazing park system, to the airport and to the Mall of America. Special Blue Line trains could continue along the same track to the Convention Station when major conventions are here.

Let's send Southwest LRT back to the drawing board, and take an honest look at all our options — including bus-based alternatives. Let's not let a light-rail bureaucratic steamroller crush Minnesota's opportunity to fully fund our needed road and bridge work for the next decade.

Bob "Again" Carney Jr. is a transit advocate in Minneapolis.

Proposed Alternative Alignment for Southwest LRT

Briefly, as outlined in the above op-ed article, I am suggesting the following be considered, as **one** example of an alternative alignment that is clearly so far preferable to the current plan that the current plan simply **must** be scrapped:

Part A: Core elements integral to the Alternative Alignment SWLRT project:

1. Stop the line at either Shady Oak, or Downtown Hopkins – preferably at Shady Oak.
2. Link the current Southwest Station, and an Eden Prairie Center Transit Hub, including a system of shopping and extended stay traveler routes, with direct, point-to-point bus service to the last Hopkins LRT station.
3. Provide high frequency (five minutes or better) commuter bus service from the last Hopkins LRT station to job sites throughout the Golden Triangle.
4. For Hopkins, Saint Louis Park and the Golden Triangle, provide subsidized Car2Go service.
5. Provide radically better reverse commuter service to the entire Southwest quadrant (roughly defined by I-35W and I-394), with greatly improved links to low income neighborhoods having high concentrations of people of color -- in both North Minneapolis and the near South side of Minneapolis.
6. Build a Transit Hub linking Highway 100, Highway 7, and the LRT, and including a large and expandable park and ride facility (this can be excluded or deferred based on budget considerations).
7. Build a Transit Hub linking Highway 169 and the LRT, and including a large and expandable park and ride facility (this can be excluded or deferred based on budget considerations).
8. As an equity element integral to this system, provide high-frequency service (five minutes or better) on the entire length of West Broadway in North Minneapolis, and high frequency (five minutes or better) one-stop freeway service from West Broadway and I-94 to the Greenway & I-35W Hub (the one stop is at the 12th Street and Hennepin Station, to link to reverse commuter routes in the Southwest quadrant).
9. The overall plan includes a series of Transit Hubs; although all of the Uptown and North Hubs, and part or all of the Convention Hub and the Greenway & I-35W Hub should be part of the LRT project's budget, the other hubs should not be part of this project's budget. The series of Transit Hubs will be linked with elevated bus-only transit ways and freeways, and will include park-and-ride ramps. These are designed to link LRT service with both bus service and... gasp...

people who drive cars. The four Hubs nearest downtown are also designed as points from which people can board small vehicles dispatched at very high frequency (2-3 minutes during rush hour, five minutes other times) to make all points in downtown an easy walk (in most cases 1/8 of a mile or less, never more than a quarter mile).

10. The Twin Cities is known for providing excellent biking resources, including trails, bike racks on all buses, the ability to roll on and off light rail, and most recently the Nice Ride system.

However, the ability to shop using transit is severely limited, due to the difficulty of bringing shopping carts on buses. The current design of LRT vehicles -- with roll-on-roll-off ability -- can and should be combined with specially designed and equipped shopping buses, with scheduled runs planned around LRT corridors, and designed to greatly expand shopping opportunities, especially for transit-dependent communities – again, North Minneapolis and the near South side of Minneapolis. This is also fundamentally an equity issue, and should be treated as such, including for budget and ridership purposes.

11. An elevated, all season bicycle “sky-bi” system. Because the LRT is elevated from the Greenway & I-35W Hub to downtown, it will be easy to add an elevated, all-season bicycle “sky-by” route on top. This will be connected to similar elevated, all-season “sky-bi” routes on top of the elevated bus transit ways that connect the Transit Hubs that circle downtown. It might make sense to add a canopy above the Greenway bike path, allowing it to be enclosed with sides installed like storm windows during winter months. Of course because bikes can so easily be rolled on and off LRT, the result will be an integrated bike-and LRT system. Additional “sky-bi” only grid elements can be added within the downtown Transit Hub “sky-bi” perimeter – and of course, Nice Ride bikes can be made available year round throughout the system. The result will be greatly increased year-round mobility within a system having a backbone comprising the LRT routes.

12. From West Lake to Downtown, use a modified version of the “3C” alignment, considered earlier in the SWLRT process, but dropped partly because “a tunnel under Nicollet would be too expensive” (the tunnel is now proposed for Kenilworth). Several additional elements not detailed here are included as integral to the Alternative Alignment plan – one example is a Transit Hub linking LRT with BRT service on I-35W. This part of my proposed Alternative Alignment will be considered following the Part B summary.

13. Cancel the proposed Bottineau LRT – instead, provide guaranteed congestion-free service with an elevated bus transit way above Broadway, following the Bottineau corridor to Highway 100.

Beyond Hwy 100 we can ensure a congestion-free system by using MNPass lanes and/or a variant of dedicated bus shoulders. This is included as an element in the current plan, because the Blue Line can then be extended along the alternative “3C” alignment, providing five minute service from the Downtown East station to at least the Uptown Transit Hub, or beyond – possibly all the way to Shady Oak.

Part B: Additional transit and transportation elements and considerations

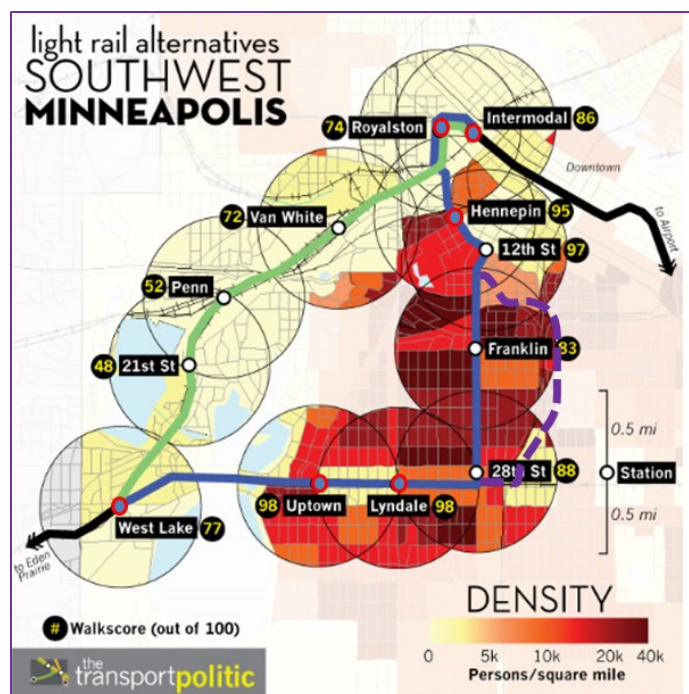
14. **Additional element** – As noted, a series of Transit Hubs; the cost of the Convention Hub and the Greenway & I-35W Hub may be partially outside of this project’s budget, the other Hubs should be entirely outside of the budget. The series of Transit Hubs will be linked with elevated bus-only transit ways and freeways, and will include park-and-ride ramps. These are designed to link LRT service with both bus service and... gasp... people who drive cars.
15. **Additional element** – High frequency (five minute or better) small bus service (Metro Mobility size vehicles) on the entire Greenway, from the Hiawatha/Lake Street Blue Line Station to Uptown, and continuing West using Lake Street, Excelsior Boulevard and Highway 7. This one-seat ride route will be available for both frequent stop and express service, because the LRT will be in a tunnel from the Uptown Transit Hub to I-35W -- it will surface just West of I-35W, and will be elevated along the I-35W corridor to Downtown Minneapolis. This small bus service will be linked with Lake Street bus service at six major intersections, representing the six stops for the express service. The frequent stop service will stop approximately every full city block (1/8th of a mile), including at all other North-South bus intersections. All bus intersections will include elevator service linking the below-grade Greenway with the surface North-South routes.
16. **Additional element** – As with the Lake Street/Greenway lines, the Nicollet line will be linked with freeway-speed express service on I-35W. Initially, the links will be at the Convention Hub, Lake Street, and 46th Street – this can and should be expanded further South to a frequent-service route that turns West on 66th Street to link with I-35W at 66th Street Station. Because Lyndale and I-35W continue parallel, and are relatively close, and due to significant commercial development out to 98th Street, the Nicollet Link line could take I-35W to 76th Street, then run a loop (in both directions, clockwise & counter-) including Lyndale and I-35W, switching at the 98th Street Bloomington Transit Center. The improved access to jobs along this corridor makes it an Equity issue – an argument could be made for including this as a core element of the Alternative “3C” plan.

17. **Additional element** – A general bus service plan to introduce high frequency service (every five minutes or better) on the Lake Street, Franklin and Nicollet bus routes, and on other North-South routes as soon as this becomes practical. The basic idea is simple: when service frequency is five minutes or less, people are much more willing to transfer, and don't worry about schedules. The result will be a virtuous cycle: better service and higher use.
18. **Additional consideration** – In 2013 I published a book-length presentation of what such a five minute service system might comprise for all of Minneapolis. Presenting this option in greater detail is beyond the scope of this comment, but should be noted.
19. **Additional consideration** – A potential Metro-wide alternative to both Light Rail and "Corridors of Commerce"/BRT systems might be a grid system of high-frequency Freeway bus service provided throughout the I-494/I-694 beltway. Presenting such an option in greater detail is beyond the scope of this comment, but should be noted.
20. **Additional consideration** – We are in the century of automated everything, including automated driving. However, while there's currently a lot of buzz about cars, little attention has been given to the significance for transit. Automated driving will make it possible to provide "last mile" vehicles, greatly expanding the reach of all forms of transit, including LRT routes. This reality is a huge consideration in considering the reasonableness of the so-called "no build" option – which is really more of a choice to wait a little while and "keep our powder dry."

Part C: Focus on the modified "3C"

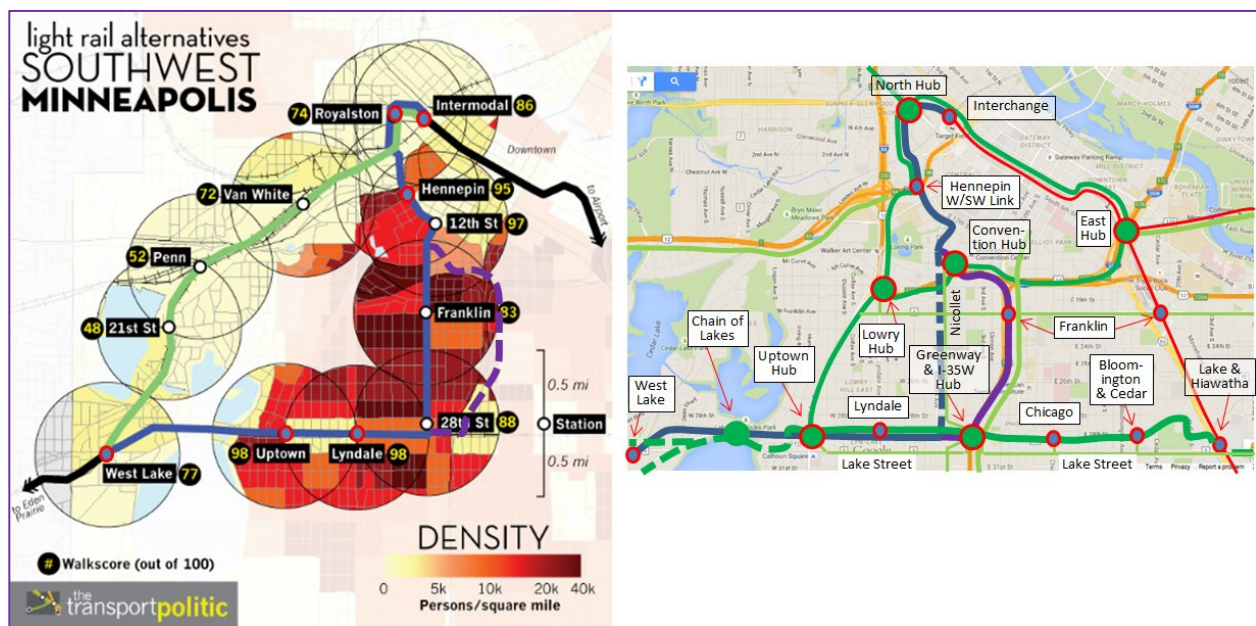
Alignment

The first map (at right) shows the "3C" alignment, but **with my proposed modification to that route shown as a dashed purple line**. Instead of tunneling North-South at Nicollet, the modified alignment would proceed to a Greenway & I-35W Transit Hub, then to a Franklin Station and a new Convention Hub (in effect replacing the "3C" 12th St. Station), before linking again with the "3C" alignment. Although the alternative route is a little



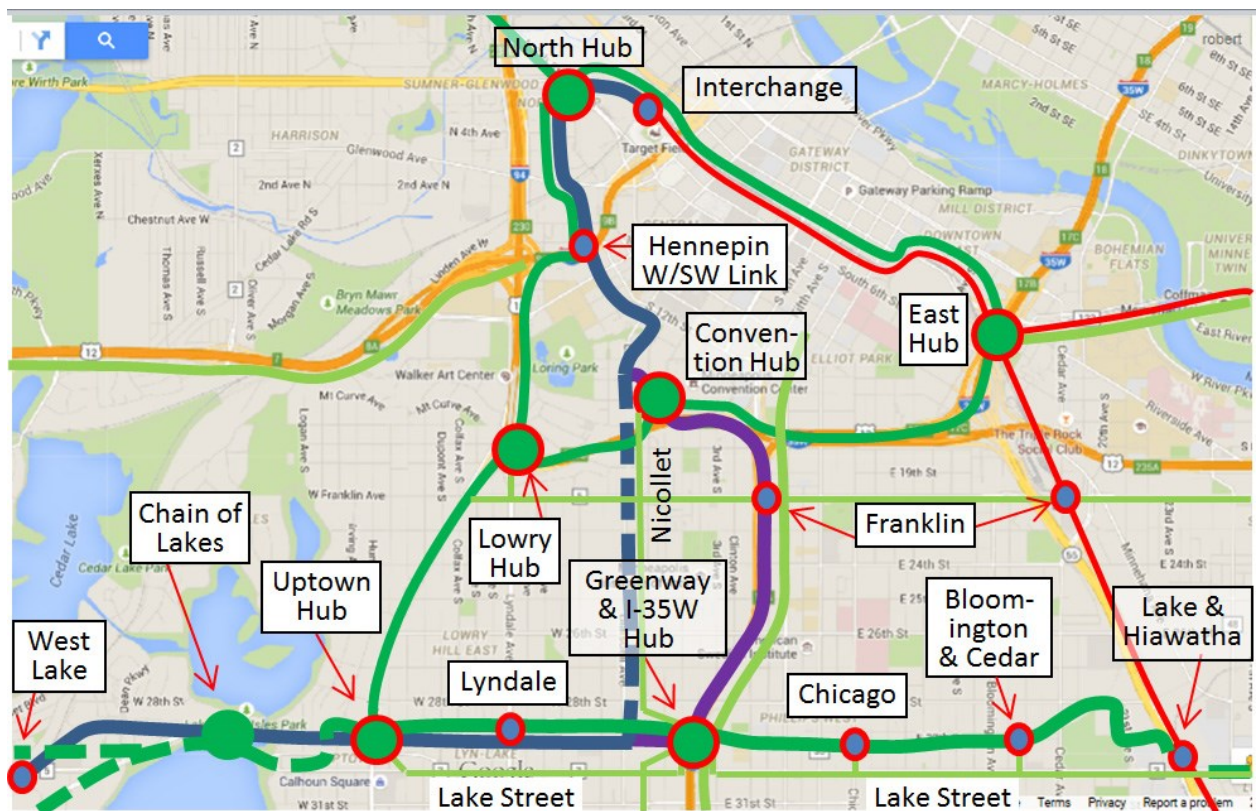
longer, it can probably proceed at higher speed along the freeway corridor – the length of the trip would not be likely to increase by more than a minute (if that) compared to the current “3C” alignment. For the alternative purple section of the route, there is no net change in the number of stations compared to the “3C” alignment.

The next maps (below) show a side-by-side illustration of the first map and a new rendering of the Alternative for “3C”, including several new features that will be detailed. The two side-by-side illustrations are approximately to scale.



Looking ahead to the next page, and to a larger view of the Alternative alignment map, let’s focus on the individual features. The Greenway & I-35W Hub is a major addition, and emphasizes the importance of integrating this LRT line into our overall transit system, which of course includes both established city street routes, and freeways. I-35W is emerging as a major, if not the most important, transit corridor in the entire Twin Cities. It features center MnPass lanes from downtown Minneapolis to Burnsville, ensuring congestion-free bus commuting. Here’s another crucial point: there is already a 46th Street Transit Station connecting to the center MnPass lanes (thank you Mayor Rybak!) Buses pull into this station, and people can transfer from 46th Street to the buses, which then continue in the center MnPass lanes. These buses can and will stop at the Greenway & I-35W Hub, but with a major additional advantage – the freeway BRT routes are now linking to both an LRT line, and to two of the most important and heavily used street bus routes in the Metro Transit system – the Nicollet line (18) and the

Lake Street line (21, there is also a 53 express route on Lake Street). Those buses will go on dedicated ramps to a special hub platform above the LRT platform, which itself will be above the I-35W right of way. Nicollet is about 800 or 900 feet from I-35W – however, Nicollet buses are currently already detouring around the K-Mart site at Nicollet. With new, dedicated ramps optimized for an efficient transfer, there will be either no increase, or a very negligible increase, in the trip length. The Lake Street buses will also move on dedicated ramps optimized for an efficient transfer – their detour is one city block (660 feet). As noted, the LRT will be in a tunnel from just West of the Uptown Hub, surfacing and rising to an elevation above I-35W. This will accommodate another key feature of the entire system – a right of way for high-frequency Metro Mobility size buses running the entire length of the Greenway from a link to the Blue Line on the East, to just beyond the Uptown hub, where they will be routed to Lake Street to continue further West.



The elevators at the Greenway & I-35W Hub will thus have four levels. Level 1 links to the below-grade small bus service, and to bikers and walkers using the Greenway. Level 2 links to buses on I-35W. Level 3 links to the LRT, and level 4 links to the “sky-bi” route above the LRT. Of course the elevation of the

entire structure changes when approaching bridges and other multi-level sections along the freeway corridor.

It certainly makes sense to plan for a park-and-ride facility, which would add at least a level 5. We can and should integrate transit and car use to the fullest extent possible. After all, when people are willing to use their cars for part of a trip, and transit for the rest of the trip, the net effect will be to reduce congestion, but also, to increase the level of population density that is sustainable without transportation congestion. This will have the effect of increasing the economic value of all existing housing stock, and more generally of all real estate.

Regarding the budget, it is appropriate to include at least part, and possibly most or all, of the cost of the Greenway & I-35W Hub as part of the LRT project. One reason is that the LRT route is so closely integrated with the other features that this should be viewed as a “package deal”. But beyond this, the Equity issue is crucial – this Hub will greatly improve the usefulness and value of the entire Transit system for people of color and low income people.

The **Franklin Station** is a simple link between the LRT and users of Franklin Avenue, including transit riders, people driving, bikers, pedestrians, skateboarders... let’s just stop there.

The LRT route then proceeds to a new **Convention Hub**, which will also link with the Nicollet line (18), a number of other city street routes, with other Transit Hubs surrounding downtown, and with express bus commuter and reverse commuter routes coming into and out of downtown. This Hub will also provide small vehicles dispatched at very high frequency (2-3 minutes during rush hour, five minutes other times) to make all points in downtown an easy walk (in most cases 1/8 of a mile or less, never more than a quarter mile).

Because reverse commuting service will be such a big element of the Convention Hub, and because this is an equity issue, for this reason alone, the cost of the Convention Hub should be entirely within the LRT project budget.

The exact location, dimensions, and scope of this Hub are to be determined – it might make sense to build it above the I-94 corridor, including as part of a large, extended open plaza area, or combined Park-and-Plaza area, to the rear of the Convention Center – such an area could be configured as either a park-like setting, or as space for outside exhibits, depending on the specific Convention event.

The overriding idea driving what the Convention Hub should be is to greatly expand the features and attractiveness of Minneapolis as a Convention site, and more specifically, to use Transit to integrate the Convention Center with the Airport, lodging locations, other near-by facilities, including all our Stadiums, Arenas, and Auditoriums, and with academic institutions including the University of Minnesota, the University of Saint Thomas, Augsburg College, and MCTC. Finally, since Minnesota is such an important location for Medical technology, we need to consider how best to link the Mayo Clinic with future Convention and Conference events.

As noted in the summary, if the Bottineau corridor is served by an elevated, congestion-free BRT and frequent stop bus transit, the Blue Line can easily be extended to the Convention Center, and beyond, to at least the Chain of Lakes Station, but possibly all the way out to Shady Oak. If this is done, LRT trains would cross Hennepin at 12th Street an average of every 2.5 minutes – for this reason it will be necessary to either elevate over Hennepin or tunnel underneath Hennepin. However, after accepting this added costs, one advantage of the proposed Alternative LRT alignment is that there is no barrier to having five minute service, or even more frequent service, to at least the Chain of Lakes Station – for this entire distance the LRT route does not cross any other transportation right of way at grade. Of course the advantage of this service frequency is obvious – people simply don't have to worry about schedules -- or about waiting any significant amount of time, when transferring.

Leaving the proposed Transit Hubs circling downtown aside for the moment, an LRT system including a Blue Line extension to at least Uptown (or beyond) will accomplish the goal of linking all the stadium and arena venues, the academic institutions, and the Airport to the Convention Center, as one large if somewhat extended facility. This alone will greatly increase the attractiveness of the Twin Cities as a Convention venue. Beyond that, convention goers will also have quick Transit access to the heart of our amazing Park System – stopping at the Chain of Lakes Station.

At least a brief comment about Chain of Lakes Station is in order. One of the most unique (and best) aspects of the Minneapolis Park System is that it offers almost a total escape from commercialism. On the map, the Chain of Lakes Station is deliberately illustrated as a simple green circle. The Station itself must be devoid of all commercial signage, except for the kind of informational displays the Minneapolis Park Board discretely and artfully supplies – directions about how to rent bikes, boats, and so forth, and a “you are here” map. This is an essential element of our Park experience in Minneapolis.

Of course, convention goers can also get off at the Downtown East Station, where it's a short walk to the equally interesting and historic Milling District.

In short, Minneapolis is a fantastic place to have conventions already – the addition of the LRT line, and LRT service linking all the elements of our “Chain of Conventions” facilities will be a huge step forward.

From the Convention Hub people can of course also go to downtown Saint Paul, with its many attractions, including the Ordway, the Excel Center, and the new Saints Stadium, and to all the amenities and lodging facilities in Saint Paul and along the Green Line route.

And let's not forget the Mall of America, at the end of the Blue Line – this will be an attractive end-of-day destination for many conventioners – not just people who are lodging at or near the MOA, or along that route.

Finally, Mystic Lake will of course want to have high-frequency, non-stop express buses running to and from the Convention Hub – Canterbury Park and ValleyFair will probably want to work cooperatively with Mystic Lake to also offer their amenities.

The Convention Hub will also include a giant park-and-ride ramp – directly accessible from I-35W MnPass lanes. There's no reason why that ramp shouldn't include both “traditional” car rental facilities, and also services like “Hour Car” and Car2Go, both active participants in the Twin Cities transit scene. There will also be a giant “Nice Ride” bike rental facility (note: the number one Segway rental facility in the U.S. is located in the Milling District, accessed from the Downtown East Station).

From the Convention Hub the “3C” Alternative Alignment returns to the proposed “3C” route, and next reaches the **Hennepin Station** at 12th Street. As noted, assuming the Blue Line extension and five minute service, this must be above or below grade. We should note here that this location is a crucial link to many Southwest and West Commuter bus routes, which can and should all serve as reverse commuter routes. This is again a major Equity issue.

I presented an overview of a plan for greatly expanded reverse commuting service in a recent Star Tribune Commentary article: “A solution to affordable housing lies in creative busing”

Here is a link to the article, published 3/15/15:

<http://www.startribune.com/a-solution-to-affordable-housing-lies-in-creative-busing/297300831/>

Here is an extended excerpt (most of the entire article), focusing on the reverse commuting aspect:

Fortunately, there is something we can do immediately to achieve a kind of instant transit-to-work equity. This proposed improvement also will establish needed transit links for future low-income residents of suburban affordable housing.

Here are some relevant facts:

About 40 percent of workers in downtown Minneapolis commute using transit. Every weekday morning, 711 buses roll down Marquette or 2nd avenues, bringing in tens of thousands of suburban express commuters. This does not include Minneapolis day-and-evening city routes.

Those 711 buses are on 104 express routes — most are shiny and new, and many sport free onboard Wi-Fi. All travel partly or mostly on a freeway. The average express route has seven buses coming in each morning.

However, only 90 of those 711 incoming buses are on a reverse-commute route. The other 621 buses often deadhead back for another run.

To be conservative, let's start by assuming that half of the disparity between incoming buses and outgoing buses — about 300 bus runs — could and should be used for more reverse commuting.

But let's not think "routes" — let's think in terms of trips to work. Instead of deadheading, each trip should have its own published, online schedule — for one point-to-point bus run at freeway speed — to one of 300 top employment locations throughout the Twin Cities.

Here's where the instant transit-to-work equity part comes in: Minneapolis neighborhoods with high concentrations of poverty are within a 20-minute morning city street bus run to link up with these proposed trip-to-work buses. All 300 of these job destinations would be accessible.

In the afternoons, we'd just run it all backward.

This transit-to-work system wouldn't be based on income. Anyone near downtown could commute to these major job destinations in the Twin Cities. Your job moves? Different job? No problem.

Many enhancements merit study. Each bus could stop twice (oh, all right, a few times), resulting in two morning and two afternoon runs to the 300 (or more) point-to-point jobs destinations. We

could add a third stop on the Interstate 494-694 beltway — and a beltway loop route — so people could short-circuit the hub-and-spoke system.

The difference between commuter buses and reverse-commute runs is a disparity in transit access to jobs. Of course, we don't want to take away transit from suburban commuters. But, as a matter of justice, we can and should provide transit-to-work equity — the same number of commuting and reverse-commuting trips. For efficiency, some trips could be with Metro Mobility buses, vans or even taxis. (Uber? Humm.)

In this century, we can and should make hub-and-spoke commuting — and transit-to-work equity — a two-way street.

Bob (Again) Carney Jr. is a registered lobbyist for We the People, an informal association.

I have since compiled a spreadsheet, looking at all the commuter express routes (both Metro Transit and the so-called “opt-outs” like Southwest Transit) going into downtown Minneapolis each morning. Of the 700+ buses going in, about 400 have enough time to travel the same route in reverse, with ten minutes to spare, before beginning the final in-bound commuting run.

Very simply, this means we have an opportunity to provide an extensive, revolutionary increase in reverse commuting bus service from Downtown Minneapolis to job locations throughout the Metro area, but more particularly, to the entire job-rich quadrant bounded by I-35W and I-394.

Here's a crucial point, all of the reverse commute routes for this quadrant come in on either I-35W, which will be routed directly to the Convention Hub, or I-394, which already crosses Hennepin at 12th Street – and both of these Freeways have MnPass lanes. Therefore, all of the reverse commuter runs can be routed to freeway entrances at two points: the Convention Hub, and the Hennepin Station at 12th Street. Of course with the proposed Alternative “3C” Alignment, LRT trains from the North Hub will reach both the Hennepin & 12th Street Station and the Convention Hub every five minutes.

We'll turn next to the North Hub (“Royalston” in the “3C” plan) – significantly and necessarily expended in the Alternative Alignment plan. For now, here is the crucial point: the Alternative Alignment is a huge step forward in Transit equity, because it links all the city street bus service on both the North Side, and the near South Side, to what will be a greatly expanded network of reverse commuting runs reaching jobs at freeway speed throughout the Southwest quadrant of the Twin Cities, and more generally, throughout the entire metro area.

As we now consider the **North Hub** in more detail, we'll see why the Equity issue requires it to be fully funded by the current proposed LRT budget.

North Minneapolis and the near South Side of Minneapolis are the two areas of the city with the highest concentrations of poverty; both these areas also have high concentrations of people of color. This is why Transit equity is such an important issue.

Fortunately, North Minneapolis is well served by North-South bus routes, and here's some really good news: with two exceptions, all of these routes – the 9 (Glenwood/Cedar Lake), the 19 (Penn), the 5 (Emerson/Fremont) and the 22 (Lyndale) already *all converge* at or very near the North Hub. The convergence of these routes alone is what makes the location of the North Hub obvious. The remaining two routes – 14 (Broadway) and 7 (Plymouth) -- head into downtown a quarter mile and 3/8 mile from the North Hub. Although this isn't a perfect solution (there isn't one), as with the Nicollet and Lake Street lines, dedicated, elevated bus transit ways can be built and optimized to quickly bring 14 and 7 buses to the North Hub, and then quickly return them to their current routes.

Of course one advantage follows immediately – all LRT riders (all lines) can take any of the North Minneapolis routes from the North Hub. But uniting all the North Minneapolis routes at the North Hub offers several other advantages. One is that there is now 5 minute LRT service to all of the reverse commuter routes reaching the entire Southwest quadrant of the Twin Cities – via the 12th and Hennepin Station and the Convention Hub. Another is that this 5 minute services extends directly and quickly to bus service on Franklin, Lake Street, and to Uptown, including all the I-35W, Nicollet and Lyndale North-South routes, and all the routes heading South and West from Uptown.

This leads to a further point – the current plan includes as a core element high frequency service (five minutes or better) on West Broadway, linking all North-South bus routes on the North side, and also linking to high frequency service (five minute service or better) providing a direct, one-stop freeway link from Broadway and I-94 to the Greenway & I-35W Hub – and that one stop is at the 12th & Hennepin Station. This provides even faster service for North side commuters to all of the commuting opportunities offered by the proposed Alternative version of the “3C” alignment – including all reverse commuter service in the Southwest quadrant.

The North Hub will also include a large park-and-ride facility – to accommodate people who are better served if they can drive part of the trip, and then use one or more of the Transit services available from the North Hub. As with people driving to the large ramps at the downtown end of I-394, car pooling

should be encouraged. This additional parking, with access that can be managed to bring people in who are not driving through downtown, will also serve sports events at Target Field, the Target Center, and Vikings games, and of course will bring in revenue doing so. As with other Hubs, there will be high frequency small vehicles bring people to a 1/8 mile walk from most downtown destinations – never more than a quarter mile. This service will be coordinated with the LRT and bus routes converging at the North Hub, which already are reaching many areas of downtown.

In short, the proposed Alternative “3C” alignment, when combined with a North Hub, is such a major advance in Transit Equity that based on this issue alone it’s full cost must be included in the proposed LRT budget.

But even considering only the impact on residents of North Minneapolis, the Equity issue really extends further. The overall increase in Transit Equity resulting from this Alternative version of the “3C” alignment is so great that it must be weighed carefully when considering any Federal funding formula that fails to provide Federal money for such a plan. Very simply, a Federal formula that fails to give due weight to the Equity advantages of a plan such as this plan is probably grounds for a lawsuit challenging the formula as itself fundamentally unjust.

Let’s turn now to South Minneapolis, with a focus on the near South side – and giving special attention to the area East of I-35W.

Looking forward, it is essential to put LRT in a tunnel from just West of Uptown to when it surfaces at I-35W – even if high-frequency (five minute or better) “one seat ride” Metro Mobility don’t immediately run the full length of the Greenway, we need to be sure this service is possible as part of the plan.

More immediately, even without that service on the Greenway East of I-35W, the Lake Street bus service is now linked with the Greenway & I-35W Hub. The weekday rush hour travel time from the Blue Line Lake Street Station to the Greenway & I-35W Station will be about 15 minutes – from Uptown to I-35W it’s about 12 minutes. On Franklin, the times from the Hennepin and Blue Line ends to the I-35W Station will be a little less. Very simply, this means that with fast and five minute service from the Greenway & I-35W Hub to both the Convention Hub and the 12th and Hennepin Station, the proposed Alternative “3C” Alignment will provide excellent access to all the reverse commute routes in the Southwest quadrant, and more generally throughout the Metro area. Again, this is a crucial, compelling, Equity issue – the proposed plan does much more for Transit Equity than the current, so-called “Locally Preferred Alternative” running through Kenilworth.

Now, let's add in "Additional Element 15" from our list – this is NOT included in the current plan or budget, but it is enabled by the proposed plan and budget. Very simply, the plan is to grade, pave, and use the Greenway, from the Blue Line West, continuing along Lake Street after Uptown, with spurs along Excelsior Boulevard, Highway 7, and Lake Street. There will be both high frequency (five minute or better) express service, and high frequency (five minute or better) frequent stop service. In addition, special one-block ramps, optimized for fast transfers, will be built for two of the express stops: at Chicago and Bloomington-Cedar – as with the Greenway & I-35W Hub, Lake Street buses will link with the Greenway stops at these intersections. Lyndale will probably not have such a ramp, but the Westbound Lake Street buses may simply be routed to the Greenway, proceeding on 29th Street instead of Lake Street to the Uptown Transit Station (all the busses already go North half a block to Lagoon at Dupont). Regarding Bloomington and Cedar – these two North-South routes are five blocks apart – it makes sense to also include special ramps meeting at a central transfer point above the Greenway. Because these routes are so close, meeting there will add only a minute or two to the trip time, but will offer significant advantages – easy transfers between the two routes, and a common stop on the Greenway, promoting faster express service.

One major advantage offered by this system is the high frequency (five minutes or better) fast, "one-seat", guaranteed congestion-free express service along the entire Greenway. Very simply, with this system it will be *faster* to use transit rather than a car to traverse significant East-West distances. The links with Lake Street are frequent enough so that people can, in a reasonable amount of time, get from any address along Lake Street or the Greenway, to any other address along Lake Street or the Greenway. Because this high-frequency one-seat service will extend both East (towards/to Saint Paul) and West (towards/to Hopkins/Eden Prairie/Minnetonka) and will reach all points on both Excelsior Boulevard and Highway 7 (the parallel routes nearest the LRT), the overall East/West Transit service will be incredibly good. Of course, one predictable result from this system will be a solid row of large apartment complexes along the entire length of the Greenway – that feature is already largely complete between Hennepin and Lyndale

And again, returning to our crucial point about Equity – this level of service will be of the greatest benefit to people living in the middle – in the near South Side neighborhoods with high concentrations of poverty and of people of color.

With this additional element factored in, the Equity case for the proposed Alternative "3C" Alignment, when combined with this supplemental feature, is simply overwhelming.

Two additional Hubs: Lowry and East, comprise the system of Hubs encircling downtown Minneapolis. Both of these are not directly associated with the Southwest LRT project, and thus do not merit inclusion in the budget. However, because the encircling system of downtown Hubs will promote more transit use to and from downtown, and because the system supports enhanced and all-season biking, which is also closely integrated with Transit, these aspects merits further comment.

The Lowry Hub is important as a connecting point for I-394 to I-35W and I-94, for multiple city street bus connections (routes 2, 4, 6, 12 and 25), and for its ability to relieve a lot of congestion by providing a park-and-ride facility for all the neighborhoods South and West of Hennepin and Franklin. Because the Lowry Hub can be quickly reached from the North Hub, it provides fast bus commuting access to these many city street routes. An elevated Transit way, also open to MnPass drivers, should be considered from Hennepin directly to the Lowry Hub – this can both produce revenue and relieve congestion by also bringing in cars from South of Lake Street and West of Hennepin – including of course, reverse commuters and car poolers. Restrictions on car use on Hennepin during rush hours should also be considered, as another way to relieve congestion and facilitate faster service for the 6, 12 and 17 routes (17 turns East at 24th Street). Finally, because a “sky-bi” can be included above an elevated Transit way, this will significantly increase all-season bike commuting and riding – the Uptown area already has a high concentration of bike commuters and riders, with excellent bike connections to downtown, including the Bryant bike boulevard.

The East Hub is also important as a connecting point for freeways: I-35W, I-94, and I-394 all reach the Hub. Because this is the point where the two LRT lines diverge, all the freeways can be linked here to both lines. The 7 and 22 lines – both North-South routes in South Minneapolis, head directly to the East Hub, as does the 94 express service to Saint Paul, and the 3 route, a high frequency route that also runs to downtown Saint Paul. However, to best coordinate and integrate North-South service for South Minneapolis, a dedicated, elevated Transit way must extend to as far as 9th Street and Portland Avenue – this will link in the 5, 9 and 14 routes, all providing North-South service. The result is that all the downtown to South Minneapolis North-South lines from Chicago to the Mississippi River will be integrated and coordinated at the East Hub – that justifies the slightly longer trip times for the 5, 9 and 14 routes. Note that all reverse commuter routes that don’t go through either 12th and Hennepin or the Convention Hub will go through the East Hub or the North Hub. As with the other Hubs, there will be a giant park-and-ride ramp above this Hub, making major elements of the entire Transit system accessible to people who are driving to Minneapolis from all points East and Northeast. This ramp will also serve

Downtown East, and will provide added parking for sporting and other events, again producing more revenue in the process.

We have already noted that all reverse commuter routes will pass through either one of the Hubs, or will be reached by the 12th Street and Hennepin station, which is also looped in to the Hub system with an elevated Transit way. However, several city street routes remain unaccounted for. To complete this part of the puzzle, Routes 10, 11 and 17, all providing North-South service to NorthEast Minneapolis, will all reach and be linked in to the Convention Hub. Route 61, serving near NorthEast Minneapolis before heading to Saint Paul, will be linked in to the North Hub.

An encircling system of dedicated, elevated Transit ways directly connects the three downtown Hubs (Lowry is a separate case) and the 12th and Hennepin link to both LRT lines and to South and West reverse commute busses. The overall result is that all city street routes, all commuter routes, and all reverse commuter routes reaching downtown can be accessed at one or more of these Hubs. Because shuttle bus service connecting the hubs is both direct and very frequent (2-3 minute service during rush hours, never less frequent than five minutes except owl hours), the result is quick and easy connections among all the city street, commuter, and reverse commuter routes. People can also access this entire system using the giant park-and-ride ramps, gaining all the benefits of the entire Transit system without ever entering downtown in their cars. And all the Hubs provide very high frequency (2-3 minutes during rush hours) small vehicle connections to the entire downtown area, typically with a walk of an eighth of a mile or less, never more than a quarter mile.

Finally, let's keep in mind that this perimeter of elevated Transit ways is the backbone of a system of "sky-bi" routes providing all-weather, year round bike access to and within downtown. As an inner grid of "sky-bi" routes is built, and with Nice Ride bikes available everywhere in the system, all kinds of trips within and near downtown – anywhere from a few blocks to a couple of miles – can be completed by bike. Of course this includes courier and food delivery services.

The effect of bike commuting, and of bike use in general, on reducing congestion in Minneapolis is already significant – and will only grow in years to come. The key to accelerating this growth is to establish an all season, all weather core of routes, and to tightly link bike use with Transit – we're already doing both of these things.

Let's next briefly consider one of the greatest barriers to the ability of people, and households, to reduce or eliminate the need for owning and using cars: shopping.

Simply put, it is typically very inconvenient to shop using Transit. However, the roll-on-roll-off design of LRT cars, and the large number of square feet available on each train, has the potential to radically change this. The missing element is a system of shopping buses and routes. These can be added, and scheduled intermittently – for example, several hours a day one or two days a week can be designated as “shopping bus times” for various specific routes that link with LRT. During these times, connections to several major shopping venues can be provided, along with specially configured buses that provide the same roll-on-roll-off capability for full size shopping carts that LRT already provides. These could be Metro Mobility buses designed with the ability to quickly switch out multiple interior configurations. The point is simply to allow people to roll their own full-size shopping cart to and from their home and a wide variety of shopping destinations. The carts can be designed with larger tires, to accommodate winter. They can be power-assisted – they can even allow people to stand on a platform at the “push” end and drive them.

The Eden Prairie Center and surrounding shopping venues are currently accessible only by car – they’re simply too spread out. However, the Alternative “3C” Alignment, supplemented by Shopping Bus service, can completely change this situation.

Let’s start by assuming direct high frequency (five minutes or less) bus service from the Hopkins end of the LRT line to **Prairie Central Station**, using buses configured for roll-on-roll-off shopping carts.

The map at the right shows **Prairie Central Station**, which supports two shopping routes, a third route for travelers who want to avoid renting a car, and a fourth route shuttling back and forth between Flying Cloud Airport (this can be expanded to an MSP shuttle loop). The shopping routes are designed to make a range of general retail and home-oriented shopping



venues available to people **who don't or can't drive**. As noted, if you don't drive, this group of retailers tends to be too spread out to make bus shopping practical. We can and should do *at least as much* for people who shop using transit as we do for people who combine biking with transit. This is yet another fundamental transit Equity issue. A major increase in Transit ridership, using the proposed Alternative "3C" Alignment – for shopping – by people in all income groups, throughout the transit areas linked by LRT, should be an expected result from implementing this plan.

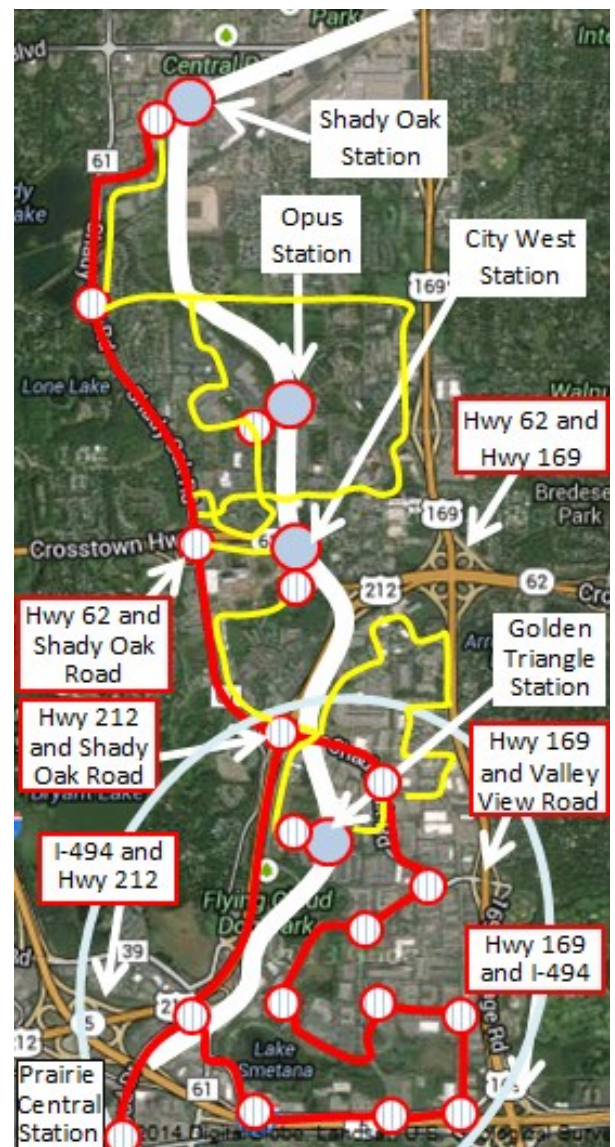
Notice how many of these venues (Home Depot, Costco, Menards come immediately to mind) typically are not conveniently accessible to people living in urban cores who don't drive. This plan ends that disparity – yet another powerful argument that the overall Equity provided is an impelling reason for Federal funding – with a modified formula if necessary – achieved by a lawsuit if necessary.

We should note that there are also seven major lodging establishments in a concentrated area near **Prairie Central Station**. Better shopping options will make longer stays for business employees and contractors more economical. Let's figure out a way to pass the savings from not needing a car to the **people** who won't need them. That should be a fringe benefit for contractors and people on extended business trips.

From Shady Oak Station to Eden Prairie Center – and Southwest Station.

Let's assume that the Alternative "3C" Alignment ends at Shady Oak Station rather than Hopkins Station.

First, a high frequency (five minute or better) direct run should be provided from Shady Oak Station to Southwest Station. This will accommodate many people, including some who car-share to Southwest Station, and U of M students and employees, with a link to the LRT line, and therefore to all the Transit options it provides. Many people may want to take the Southwest Transit commuter



bus to downtown in the morning, but have all Transit options available to them before they return to their car at Southwest Station later in the day or evening. These people can and should be accommodated – but *without* the enormous expense of running an LRT line through the Golden Triangle.

For the map on the previous page, the currently proposed LRT Alignment (the one that runs through Kenilworth), with four stations, is shown with the thick white line. Shady Oak Road is in red – the red West side of the loop at the bottom is Hwy 212. It's about three miles from Shady Oak Station to Golden Triangle Station, and about another mile and a half to my proposed new **Prairie Central Station**, in the middle of Eden Prairie Center. When you consider these distances, here's the reality that emerges: the proposed Light Rail stations are *not* walking distance apart. However, when you're in a vehicle, a mile is nothing. Therefore, we need to add some additional ingredients to the mix. First, since we're replacing the proposed Southwest Light Rail right of way with Shady Oak Road, we'll add a **Golden Triangle Loop** – circled in light blue -- running South of the Shady Oak/212 intersection, with **Five Minute Service** frequency, and closer stops. A spur runs to **Prairie Central Station**. The **Golden Triangle Loop** brings about 20,000 jobs within *real* walking distance of a Transit stop. The meandering Northern **Shady Oak Loop** is another yellow brick road --highlighted with a yellow line -- and also with **Five Minute Service** frequency -- connecting the Shady Oak/Hwy 212 stop on the South with Shady Oak Station on the North. The longer path, with on-demand stops along the way, is necessary to reach all major buildings, including Super Value Headquarters and a new United Healthcare facility with 6,000 jobs, and to accommodate one way streets in Minnetonka. There are three intermediate stops, including Hwy 62.

Next, let's consider the "last mile" challenge for Hopkins, Saint Louis Park, and the Golden Triangle – and a simple solution: subsidized Car2Go service for those areas. Car2Go is already operating in Minneapolis and Saint Paul. The cost is about \$.50 a minute, typically with about a \$1 per trip surcharge. Users can reserve a Car2Go for half an hour (there will always be enough at LRT stops to make that part unnecessary), then drive to their destination, get out, and just leave the vehicle. It can be put "on hold" at a charge – or people can simply take a chance – it might be there when they're ready to go back, or it might not – if it isn't, just look at the on-line map half an hour before the return trip, pick the nearest Car2Go, reserve it, and go back to the nearest LRT station – or somewhere else.

Because Car2Go already has their infrastructure operating in the Twin Cities, they are a logical candidate for a contract providing for subsidized service for qualified Transit riders. Admittedly, there is an Equity issue here – some Transit riders, due to bad driving records and/or other reasons, may not be accepted as Car2Go customers. It seems clear that Car2Go must be given the option, using objective criteria, to

decline to accept some customers. If this issue doesn't emerge as a "show-stopper" obstacle, the next step is to work out a contract with Car2Go that will provide an effective "last mile" solution to people using LRT to travel (probably to a business or store) in Hopkins or Saint Louis Park – or to reach a site in the Golden Triangle. Of course, Car2Go users can also end their trip anywhere in Minneapolis where Car2Go drop offs are allowed (only a few areas, such as parts of Uptown, are excluded as drop-off areas). Assuming that this feature makes the overall "Transit deal" attractive for many people who otherwise wouldn't use it, the subsidy is justified for that reason alone – over time, these people are likely to increase their Transit use. Many people living in Southwest Minneapolis would probably find this an attractive option – even if one they use only occasionally. They can complete a trip by driving directly to their house, and then just leaving the car outside.

Our final element for consideration is adding two Hubs, linking the LRT line with Highway 169, and with Highway 7 and Highway 100. The basic idea of the Greenway & I-35W Hub applies, buses go directly from the freeways to the hub, people get on and off, and a park-and-ride facility is provided. Due to cost, this element of the plan may be delayed, but planning should ensure it can be added later in an optimal way.

Two final and concluding points: First, I suggested at the beginning that studying a transit "corridor", rather than considering an entire Transit and transportation system, is almost a fatal flaw to this entire process. Without going further, I simply want to reemphasize that throughout this presentation I have tried to emphasize the system elements.

Second, at the beginning I suggested "no built" must also be considered as an option.

For more elaboration on this point, below is the title and text of another of my op-ed articles, published by the Star Tribune 2/18/14:

TITLE: For Transit, smaller vehicles and lots more trips

In recent weeks, transit has been a recurring topic on this page. An editorial documented a woeful future that threatens, due to worn out roads and bridges ('State's in a jam on transportation funds,' Jan. 11). A commentary article followed, from Republican legislators, indicting the economics of streetcars ('Why the Legislature should put brakes on streetcar dreams,' Jan. 18). Minneapolis officials responded with a challenge ('Streetcars, yes, and buses

and more,” Jan. 29), saying the lawmakers should offer up “... a BRT-only, no-rail transit system. Then we could have a real debate.”

A “real debate” is welcome. But let’s expand our scope to a comprehensive vision of what we can truly do with transit. Let’s think and plan using our knowledge of current and emerging technology. Let’s plan on the scale — with the 100-year time frame and public-private coordination — that founded our Minneapolis park system.

And let’s start with a Southwest light-rail alternative — shaped by three future-focused considerations: vehicle size, service frequency and automated driving.

My proposed “Transit Revolution” approach uses Metro Mobility-size vehicles — 24 passengers and one lift. These cost about \$70,000 new, compared with \$3 million per light-rail car. I’ve run the numbers for a plan that would move the same number of people on the Southwest Corridor as light rail.

The light-rail plan features about 200 weekday trips, with about 100 people on each train. The Transit Revolution alternative averages about 10 people a trip, with about 2,400 trips a day.

Here’s your obvious thought: “Bob, you’re crazy! Economies of scale — it’s a slam dunk — light rail is the way to go!”

Well, let me sit you down for a shocking fact: I ran the numbers for part-time drivers (we’ll need almost 700) at \$17 per hour. Even with about 10 times as many discrete daily trips, the \$35 million annual operating cost is about the same as the Met Council’s \$32.7 million light-rail operating cost estimate.

Let’s now consider the advantages of having 10 times as many discrete trips. The service frequency could be much higher — every five minutes or better — even including variants and supplements built into the route. We could tailor express runs for speed, with specialty runs and door-to-door shuttles to bring people to a much finer grid of destinations. Over decades, we could tailor a small-vehicle system for both speed and access in ways that those behemoth light-rail whales can’t possibly match.

In the short term (decades), what I’m proposing is a giant jobs program — and today this is desperately needed. But automated driving is coming. When that happens — when drivers are

the equivalent of elevator operators — the cost per driver (\$0) will become the same for a Metro Mobility-size bus and light rail. Which system do we want our children and grandchildren to have when the switch over begins? That's the decision we're making today.

Next, let's consider capital costs.

Here's the key formula: "existing" equals "zero capital cost."

Transit Revolution vehicles could use the existing Shady Oak Road to roll through the Golden Triangle to Eden Prairie Center.

From Shady Oak Road to downtown our slogan is: "Grade it ... Pave it ... Use it." We could use the existing right of way proposed for the Southwest line from Shady Oak Road to west of Lake Calhoun. But from there, let's go down the existing Midtown Greenway — under three at-grade cross streets just east of Calhoun — with stops at the existing Uptown Station and Lyndale and Nicollet Avenues — all linked by elevator to existing north-south bus routes.

Our Transit Revolution vehicles could go up a ramp at a new Greenway/Lake Street transit station on Interstate 35W, and roll to and from downtown using existing MnPass lanes that are guaranteed congestion-free.

Let's demand a Transit Revolution. Let's build for future generations, instead of rebuilding the past.

Let me suggest that a very significant amount of the overall benefit I've been presenting for the Alternative "3C" alignment can be achieved without LRT – simply by putting high-frequency small buses in the corridor – and please note – the plan already connects the Convention Hub, the North Hub and the Hennepin and 12th Station using elevated bus Transit ways. As you can see, the nub of this approach was outlined in the February 2014 article above. No further elaboration of the "no build" option will be provided in this public comment – beyond noting that a modified and entirely bus-based version of the proposed plan can be developed and studied as an additional reasonable alternative. But I do want to emphasize one additional point made in the article: in the short run (decades) my entire approach is deliberately designed to be a giant jobs program. A radical expansion of Transit service, using thousands of smaller, Metro Mobility size vehicles – and even integrating service with existing taxi fleets, can be and should be the WPA for our time. Our society currently has a desperate need to produce more jobs for people. The approach to Transit I am advocating for will do that directly, by providing thousands of

new jobs for drivers – with the explicit understanding that many if not all of these jobs will be less than full time, that new employees will be coming in at a lower pay scale than the current union drivers, (an approach taken by many large unions with other employers), and with the further explicit understanding that when (not if, when) automated driving becomes a reality, these jobs will be phased out.

To conclude and wrap up: the current plan should be rejected. Per the original Draft Environmental Impact Statement, co-location alone makes it an unacceptable alternative. When you factor in the subsequent enormous cost increases, and now the slashed-back character of the current plan – which would require hundreds of millions of future dollars (with no Federal match) to get it into decent shape – the time is long since past to stop suppressing reasonable alternatives, and to send this back to the drawing board, and to the scoping process.

From: [Becca Vargo Daggett](#)
To: [Anne Mavity](#)
Cc: [swlrt](#)
Subject: SWLRT
Date: Tuesday, July 21, 2015 3:38:43 AM

Dear Councilor Mavity,

I have been reading recent emails and Next Door commentary on the question of replacing the wye in Elmwood with a new bridge to accommodate both light and freight rail, or just putting in a bridge for the LRT.

In light of the cost concerns, I am stunned that the project potentially includes a bridge that will benefit private companies at the public's expense (both in terms of the cost of replacing the wye and the additional traffic it would allow).

I encourage the Council to support a less expensive LRT bridge over the existing wye. If freight rail is included in the bridge, at public expense, the rail companies should be required to compensate the community in proportion to their gains from easier traffic flow.

Thank you for your time,
Becca Vargo Daggett
4205 Brunswick Avenue South
612.913.1331

Sent from my iPhone

From: [George Puzak](#)
To: [swlrt](#)
Cc: [Duininck, Adam](#); [Cunningham, Gary](#); [Dorfman, Gail](#); [Elkins, Steve](#)
Subject: SWLRT--Comments on SDEIS
Date: Tuesday, July 21, 2015 11:45:48 AM
Attachments: [Comments on SWLRT SDEIS July 21 2015.pdf](#)

Dear Ms. Jacobson and SWLRT Project Office staff,

Please accept these comments on the Supplemental Draft Environmental Impact Statement (SDEIS) for SWLRT.

The SDEIS does not adequately address alternatives for SWLRT, nor does it adequately address the impacts of freight rail in the Kenilworth Corridor. The SDEIS cannot fix this project's fundamental flaw—**Hennepin County's failure to include freight rail in the project's original "scoping process."** Hennepin County explicitly omitted freight rail from the project when it selected the SWLRT alignment in 2009, yet added freight rail to the project in 2011. The flaw is that when Hennepin County added freight rail (a new mode) after selecting the route, it failed to re-open scoping and re-examine all alternatives and alignments. The new mode fundamentally changed all aspects of the project.

Required by the National Environmental Policy Act (NEPA), scoping is the first step in environmental review. It identifies the issues, alternatives, locations, and modes of transport to be studied in a transit project's environmental impact statement (EIS). But Hennepin County, in both its 2009 Scoping Report and 2010 Locally Preferred Alternative (LPA), failed to include freight rail as part of SWLRT. Five cities then proceeded to vote and approve the 2010 LPA. In 2011, despite receiving notice from the Federal Transit Administration (FTA) that freight rail is part of SWLRT, Hennepin County failed to amend the scoping report and re-open scoping for public comment, and thus violated NEPA.

Compounding the problem, in summer 2014, the Met Council imposed yet another, fundamentally different plan to be approved, this time through municipal consent: while the 2010 LPA approved by five cities had omitted freight rail in Minneapolis' Kenilworth corridor, the 2014 plan included it. Yet, the Met Council provided no Draft EIS on freight rail, LRT tunnels, and soil conditions before the vote. Citizens lacked critical information and officials from Minneapolis and four other cities were forced to vote on municipal consent.

The current plan would run electric-sparking LRT trains as close as 15 feet from freight trains (carrying as many as 100 cars of ethanol — an explosive whose flash point is below that of oil) through residential neighborhoods, over the Chain of Lakes Kenilworth Channel, and through downtown next to Target Field. *But this arrangement was never included in the original scoping phase. This omission limited the choice of transit options*

and alignments that citizens and decision makers considered. Further, neither citizens nor public officials had information about the 2014 plan's environmental and public safety risks before the vote. Thus, the cities gave blind consent, not informed consent. The government's own errors in following legally-required processes have now caused a conflict—the 2014 municipal consent plan includes freight rail, but the 2010 Locally Preferred Alternative (LPA) does not. The Met Council must update the LPA—triggering a new round of public hearings and municipal votes. The government's own studies also contradict the current plan. According to the December 2012 DEIS, co-location of freight rail and light rail in Kenilworth would not adequately preserve the environment and quality of life in the surrounding area. What has changed since 2012?

Contrary to law, the Met Council has limited the choice of reasonable alternatives and alignments. Reducing costs, studying freight rail in the Supplemental DEIS, and repeating municipal consent are not sufficient remedies. There are only two remedies:

1. Eliminate co-location of freight and LRT by re-locating freight rail out Kenilworth and build the plan approved in 2010; or
2. Re-open and include freight rail in SWLRT's original scoping process. This remedy will allow government and citizens to study all reasonable alternatives for LRT alignments, while acknowledging freight rail's routing, costs, and impacts.

Thank you for your consideration.

George Puzak

1780 Girard Avenue South

Minneapolis, MN 55403

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greenparks@comcast.net

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cell 612-250-6846
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July 21, 2015

Ms. Nani Jacobson, Project Manager
Southwest Light Rail Transit Project Office
via email: swlrt@metrotransit.org

Dear Ms. Jacobson and SWLRT Project Office staff,

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Thank you for your consideration.

A handwritten signature in black ink that reads "George Puzak". The signature is written in a cursive, slightly slanted style.

George Puzak

From: [Terri J. Smith](#)
To: [swlrt](#)
Cc: [craig@redstonegrill.com](#); [thomas.goodrum@westwoodps.com](#); [vern.swing@westwoodps.com](#); [Patrick B. Steinhoff](#); [Bruce D. Malkerson](#)
Subject: Comments on the Southwest Transitway
Date: Tuesday, July 21, 2015 12:38:59 PM
Attachments: [Idlewild Properties and Redstone American Grill Comment Letter on Southwest Transitway \(178317x9C65D\).pdf](#)

Ms. Jacobson:

Please see the attached letter from Idlewild Properties, LLC and Redstone American Grill, Inc. regarding the above-referenced matter.

Terri Smith
Legal Administrative Assistant to Bruce D. Malkerson and Patrick B. Steinhoff
MALKERSON GUNN MARTIN LLP
220 South Sixth Street, Suite 1900
Minneapolis, MN 55402
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REDSTONE™

AMERICAN GRILL

July 21, 2015

Nani Jacobson
Assistant Director, Environmental and Agreements
Metro-Transit –Southwest LRT Project Office
6465 Wayzata Blvd., Suite 500
St. Louis Park, MN 55426

RE: Comments on the Southwest Transitway
Supplemental Draft Environmental Impact Statement (SDEIS)

Dear Ms. Jacobson and other Interested Parties:

We write on behalf of Idlewild Properties, LLC and Redstone American Grill, Inc. (together, "Redstone")¹ to comment on the Supplemental Draft Environmental Impact Statement ("SDEIS") for the SWLRT project.

Redstone owns and operates the Redstone restaurant located at 8000 Eden Road, Eden Prairie. This property is located in the Eden Prairie Segment of the SDEIS and has been identified as a property that will be partially taken for the SWLRT project. Redstone has completed a review of the SDEIS document, and it opposes the recommendation stated in the SDEIS to move the location of the SWLRT rail line to Eden Road. The proposed location recommended by the SDEIS will result in substantial adverse impacts on Redstone's ability to operate its restaurant. These substantial adverse impacts include, but are not limited to, the loss of parking, access restrictions, increased noise, visual impacts, safety concerns, and the creation of obstacles to the public enjoyment of existing natural amenities (e.g, Lake Idlewild) in the immediate vicinity of the Redstone property.

Redstone offers the following specific comments concerning the SDEIS:

Chapter 2: ALTERNATIVE CONSIDERED:

All of the rail alignments recommended in the DEIS showed the SWLRT line located along Technology Drive. This reasonably demonstrates that the route best suited for the SWLRT is along Technology Drive. We understand the SDEIS was authorized with the intent of reviewing this alignment based on requests by the City of Eden Prairie and certain businesses impacted by the proposed Technology Drive route. However, Technology Drive is the best alignment for the efficient operation of SWLRT as originally concluded.

¹ Idlewild Properties, LLC owns the real property located at 8000 Eden Road, Eden Prairie. Redstone American Grill, Inc. leases that real property and operates the Redstone American Grill restaurant located at the site.



Section 2.3.1 of the SDEIS states that the City of Eden Prairie asked the Metropolitan Council to investigate the feasibility of a more centrally located and walkable Eden Prairie Town Center Station that would provide better opportunities for transit-oriented development and redevelopment. The City prefers a station within walking distance of the Eden Prairie Center (a regional shopping mall) which the City believes will promote its long term economic development goals and provide higher ridership due to the station's proximity to existing and future commercial activity centers. These points are driven solely by the expected economic benefit to the City, not by any improvement in the operation of the SWLRT. As identified throughout this review, moving the route from Technology Drive to Eden Road:

- impacts more businesses
- impacts more roads and intersections
- requires the construction of a new road
- requires crossing more intersections
- creates more safety risks
- does not achieve the walkability to the mall that the city desired (1/4 mile to a mall entrance)

The proposed Town Center Station does not correspond to the three proposed station locations (described in the document attached hereto as Exhibit A), that the City had considered during the DEIS process. The closest recommended station location is near the intersection of Eden Road and Singletree Lane. (See attached maps and city location criteria) The desire to have the station more centrally located within the City's Town Center District is referenced in three city documents:

- Comprehensive Guide Plan, Future Land Use Plan (2009)
- Eden Prairie Town Center Design Guidelines (2007)
- Eden Prairie Major Center Area Study (2006)

Through the 4-step evaluation process conducted for the SDEIS selection of alternative alignments, there are two alignments along Singletree Lane compared to a single alignment along Eden Road. The final step of the evaluation identified two finalist routes for this section of the line:

- Option 1 is the proposed route (comprehensive plan)
- Option 3 is the Singletree Lane route

Both routes are very comparable in their listed advantages to the LRT system. However, it is noted the Singletree Lane route (Option 3) received a Very Good rating for walkability to the Eden Prairie Mall while Option 1 only received a Good (Table F.3.7 from Appendix F). This noted because it reflects a key criteria from the City of Eden Prairie in its request to move the line away from the DEIS recommended route along Technology Drive.

In light of the new announcement that the SWLRT alignment is being amended due to budget constraints and that the Town Center Station is being deferred for cost savings, we demand a new review of the SDEIS alignment be conducted to re-evaluate if the Technology Drive or the Singletree Lane alignment and the proposed Town Center Station are better suited elsewhere to stay on budget for the project.

Chapter 3: AFFECTED ENVIRONMENT, IMPACTS and MITIGATION

Section 3.1.2.1 (Land Use) of the SDEIS states that there is no significant change in land use from the DEIS alignment and the SDEIS alignment. The SDEIS review evaluates which alignment can support higher density or mixed use development. There are no specific federal regulations guiding land use, so the SDEIS relies on local zoning and comprehensive plans to guide their assessments.

There is a significant difference in existing land uses between the Technology Drive alignment and the City's Comprehensive Plan alignment. Although the guiding and zoning of the lands are similar, the actual existing land uses and impacted properties are significantly different. The proposed alignment will impact at least six more businesses than would be impacted on the Technology Drive route. Moreover, the large vacant land areas and under-used land within the larger developed lots along Technology Drive can support future redevelopment better than the smaller parcels along Eden Road. For these reasons as well as the additional reasons identified above, we demand that the Project Office re-evaluate the potential redevelopment of this area in relation to a Town Center Station that will be built (if at all) several years in the future. During that time, the City can plan and construct improvements that will make a station along Technology Drive a viable destination for people to live, work, and play. A road connecting Singletree Lane to Technology Drive and a Town Center Park on the existing Emerson property are currently being considered. These planned projects can be catalysts in supporting a station on Technology Drive.

Section 3.1.2.4 (Parklands, Recreation Areas, and Open Spaces) of the SDEIS notes that land within 350 feet of the proposed SWLRT rail line was considered for potential impacts and that no parks, recreational areas or open spaces exist along this segment of the SWLRT line. The SDEIS therefore concludes that there are no long-term impacts. The SDEIS is simply incorrect on this point, and a new evaluation must therefore be undertaken. The new evaluation must include Lake Idlewild, which is well within the 350 feet limit identified in the SDEIS and, in fact, is only 150 feet from the proposed SWLRT rail line at the east side of the Redstone property. The SDEIS evaluation failed to consider any impacts at all, either, direct, indirect, long-term or short-term to Lake Idlewild. The City of Eden Prairie's 2013 trail map shows the trail around Lake Idlewild as a public trail, and the City's 2007 Comprehensive Plan identifies a future Town Center Park on the vacant land eastern edge of the land owned by Emerson Process Management Educational Services adjacent to Lake Idlewild. These impacts should and must be

considered. It is obvious the noise and scenic disruption caused by the SWLRT will have a long-term impact on these existing and future recreational areas.

We demand that this existing trail and future park be incorporated into the SDEIS document and be given the same consideration provided to Purgatory Park by the SDEIS. In section 3.2.1.4 of the SDEIS, there is a great amount of detail concerning how the SWLRT line will impact Purgatory Park. The SDEIS lists several ways Purgatory Park would be indirectly impacted by the SWLRT including impacts to access into the park, amenities that would require relocation to avoid the rail line, and the visual intrusions that would be experienced by park users as a result of the proposed rail structures. These changes in the Purgatory Park setting would disrupt a visitor's visual experience, resulting in a moderately-low to low impact upon views into and from the park. A solution to avoiding the existing trail and the future park will be to move the proposed rail line to the other finalist alignment along Singletree Lane (Option 3).

Chapter 3.2 EDEN PRAIRIE SEGMENT

This section provides a summary of the potential environmental impacts within the area between Mitchell Road and Flying Cloud Drive, which includes the Redstone property. Our comments relating to this section will be focused on the direct impacts that the recommended SWLRT line would have on Redstone and on its ability to successfully operate the existing restaurant business at the property. In our review of the SDEIS, it is clearly evident that the recommended SWLRT line route would result in substantial adverse impacts on Redstone's ability to operate its restaurant at the property.

Subsection 3.2.4.2 (Roadway and Traffic) of the SDEIS notes that the SDEIS was analyzed using a preemption strategy for LRT traffic signals, as opposed to the Traffic Signal Priority (TSP) operation that was used for the traffic study in the DEIS. In theory, the preemption strategy would represent the worst-case scenario for vehicular traffic. However, this strategy does not analyze the possibility of increased delays caused by the arrival of trains at the very end of the green cycle for the main line movement, the extension of the green light to service the train, and the transition back into that main line green before transitioning to service the minor driveway approaches. In other words, the analysis employed by the SDEIS does not accurately model the traffic signal delays caused by SWLRT that may be experienced by vehicle traffic seeking to enter or depart from the Redstone property. Delays of this sort occur frequently on the Green Line (Central Corridor Light Rail). Given the operational history of LRT in the Twin Cities Metro area, there is a significant potential for Redstone customers to have to wait up to three traffic signal cycles before being given the right-of-way. The analysis conducted for the SDEIS failed to address this situation and how it will impact the minor approaches at signalized intersections.

The intersections of Eden Rd/Eden Rd and Glen Rd/Eden Rd are not expected to meet vehicular signal warrants without the presence of the LRT. The traffic impact study states that driveways were included in the analysis. However, there is no evidence to support this claim. This

information must be provided to allow businesses to evaluate SWLRT impacts. Based on observations of the Green Line (Central Corridor), which also operates with TSP, phases are skipped and excessive delays on the side streets are experienced. Significant delays are not conducive to long term customer relations for a business. Redstone must be presented with the analysis showing the change in delay values from the No Build to the Build scenario to determine true impacts to customers entering and exiting the restaurant.

The traffic impact analysis presented in the SDEIS fails to accurately reflect traffic operations consistent with other LRT lines operating with TSP. It was also not included in the air quality section. With increased delays present on the minor approaches, there will be an increase in emissions along the corridor. This must be addressed.

Subsection 3.2.4.3 (Parking) of the SDEIS includes a chart that shows the Redstone property currently having 179 parking stalls. As a result of the SWLRT project as currently proposed, Redstone will lose 36 stalls due to the acquisition of part of the Redstone property, leaving only 143 stalls remaining. This loss of parking raises several issues that are inadequately addressed in the SDEIS.

We disagree with the number of lost parking stalls predicted by the SDEIS at the Redstone property and believe that the actual number of lost parking stalls will be much higher. The Redstone parking lot will need to be reconfigured as a result of the SWLRT project to provide adequate maneuvering space for delivery vehicles and to accommodate the relocation of the western parking lot access. This reconfiguration will eliminate several additional stalls currently unaccounted for by the SDEIS. Reconfiguring the parking lot will require City of Eden Prairie site plan approvals. The reconfigured parking lot must satisfy City setback requirements and may require variances from the City's zoning ordinance.

The loss of any parking stall is critical to the Redstone property. The Redstone parking lot is continuously full, and Redstone's patrons currently struggle to find parking spots. Redstone employees even now must park off-site to free spaces for Redstone customers. The loss of even a few parking stalls would be detrimental to Redstone's business operations. Based on our review, Redstone will have only 97 parking stalls remaining after construction of the SWLRT project, note the 143 parking stalls identified in the SDEIS. Redstone cannot accept additional stalls that are off the current Redstone property, especially to the east, as this would create too great of a distance for Redstone customers to walk to the restaurant's front door.

We believe that the acquisition of additional parking stalls along the southern edge of the Redstone parking lot adjacent to Eden Road and the proposed rail line will be necessary in order to construct the SWLRT. The engineered plans fail to show grading limits or cross sections to adequately account for grading impacts to our site. This must be addressed in the SDEIS.

Review of the engineered plans show there is only one to two feet between the parking stalls and the side of a train. This does not take into consideration vehicle overhang from the curb stop.

Furthermore, the SDEIS ignores the safety of Redstone's patrons parking and exiting their vehicles so close to the passing LRT. The safety of those patrons, especially those with small children and those visiting Redstone at night, is of great concern to Redstone. Redstone notes that, for approximately six months of every year, the majority of Redstone's patrons visit the restaurant after sunset. Redstone also notes that approximately 130 of its employees park off-site and therefore will be required to cross the SWLRT tracks when walking to and from their vehicles each workday. Current plans for the SWLRT do not provide for any sort of physical barrier between the Redstone parking lot and SWLRT rail line. These conditions are simply not safe, and they are not adequately addressed by the SDEIS.

Redstone's driveways will also be drastically impacted by SWLRT trains creating unsafe conditions at the access into and out of the Redstone property. The traffic impact study did not include any discussion regarding how the driveways at the Redstone property would be controlled in coordination with the associated train crossings. Will gate arms be provided for the driveways? Will the trains have the right of way through Redstone's driveways? What will be the speed of the LRT through the Redstone property? Redstone has concerns about the answers to these questions based on the frequency with which vehicles stop at rail crossings within the Twin Cities Metro area on or beyond the painted stop bar at those crossing combined with the proposed volume of LRT crossings expected across the driveways at the Redstone property. We have significant concerns regarding the safety of Redstone patrons entering and leaving the Redstone property. According to the traffic impact studies prepared for the SDEIS, there is an expectation of 10 minutes headway between train vehicles in the p.m. peak hour, consistent with the Blue Line and Green Line operations. "A 10 minute headway corresponds to 12 trains in the peak hour (six in each direction) which equates to one train approximately every five minutes." Redstone customers would be subject to delays, close encounters with the trains, and confusion maneuvering between the tracks and Eden Road, especially in the later hours. This will create a sense of fear and will cause potential customers to avoid the Redstone site, which will have significant negative impacts to the operation of Redstone's business operations.

Subsection 3.2.2.3 of the SDEIS notes that permanent noise impacts would not affect the area around Redstone. It does state that there is a moderate noise impact at one hotel, and moderate or severe noise impact at other nearby hotels. There were four sites where noise monitoring was conducted. The two monitoring sites closest to Redstone were N4 and N25, as identified on table 3.2-8 and Appendix H. Site N4 was conducted at the Lincoln Park Apartments in July-August of 2013 as part of SDEIS, and site N25 was conducted at the Homestead Hotel across from Lake Idlewild in 2010 as part of DEIS. Site N4 measured for 24 hours near the water tower and is representative of the ambient noise conditions at the Lincoln Park and Water Tower apartments plus Singletree Lane. According to Table 3.2-9 of the SDEIS, the Summary of Noise Impacts for Residential Lane Use is as follows:

Excerpt from SDEIS Table 3.2-9
Summary of Noise Impacts for Residential Lane Use – Eden Prairie Segment

Location	Distance from near LRT Track Centerline (ft)	Existing Noise Level (dBA)	Project Noise Level, LRT (dBA)
Lincoln Park Apartments	138	62	57
Water Tower Apartments	113	62	58
Residence Inn	44	61	65

Noise levels at 59 dBA are considered moderate, and noise levels over 64 are considered severe. With projected noise levels at 58 dBA, one level below a moderate level impact, further studies are needed to fully understand the noise impact in this area. How are the projected noise levels shown to be lower than the existing noise levels? The last few pages of Appendix H are a SWLRT Noise Fact Sheet which includes a table of Typical Maximum Noise Levels. According to this table, an LRT vehicle traveling at 45 mph at a distance of 50 ft from the noise source generates noise volumes in the range of 71-76 dBA. The noise analysis reported in the SDEIS does not have results consistent with the associated fact sheet and must be accurately addressed.

Furthermore, the noise impacts become more concerning with the numerous bells and horns that are emitted at intersections and stations are included. The SDEIS does not consider these impacts. Appendix H lists the dBA levels for the bells and horns used along train corridors (see below). The train speed will be at 45 mph when crossing the at-grade intersection at Flying Cloud Drive, and the use of LRT horns are therefore necessary. Bells are expected to be used at the Redstone driveway crossings if gates are provided, and will be used at the Town Center Station 750 feet away.

- LRT bells are sounded for 5 seconds as Light Rail Vehicles approach at-grade crossings
- Grade crossing bells will ring for 20 seconds for each train
- LRT horns would be sounded at an at-grade intersection when traveling 45 mph
- Bells would be sounded twice when entering/exiting a station
- Crossing bells have a sound exposure level of 106 dBA
- LRT bells have a sound exposure level of 88 dBA
- LRT horn have a sound exposure level of 99 dBA

The SDEIS states that LRT vehicles speeds are expected to range between 20 to 55 mph. The SDEIS fails to study the noise associated with an LRT vehicle braking as it approaches a station. The volume of noise from a braking train will be higher than the train noise itself, thus increasing the noise of an LRT vehicle approaching a station and at the Redstone property significantly more than what is described in this section of the SDEIS.

The SDEIS further fails to address noises associated with accessible pedestrian signals that will be installed at the proposed traffic signals near Redstone. While we recognize and support the need for such devices, they produce noise, are subject to noise pollution, are loud, and emit constant beeps and tones which will also have an impact on the dining experience at Redstone.

High noise levels are a very important concern with Redstone, as its business operations depend on a relaxing, enjoyable atmosphere for patrons dining in the restaurant and especially for those using Redstone's outdoor patio. With noise from the trains directly in front of the restaurant plus noise carried across Lake Idlewild from other areas of the SWLRT line, intense focus on the study of noise at Redstone is necessary to protect Redstone's business. The SDEIS only analyzed noise impacts associated with a residential area and did not take into consideration other types of uses, such as restaurants with outdoor patios. There are many such businesses in the area with outdoor facilities in addition to Redstone, such as Champps and Old Chicago. Redstone will lose the ambiance that its customers have come to know and expect with the relative quiet that is provided in Redstone's existing setting adjacent to a nature park, lake, and suburban environment.

Subsection 3.2.1.5 (Visual Quality and Aesthetics) of the SDEIS notes that viewpoint 9 was taken at the eastern end of the Redstone property looking west along Eden Road. That view shows the line of boulevard trees along the parking lot edge of Redstone. Due to the boulevard trees, the existing view score was Moderately Low while the anticipated change in visual quality and aesthetics scored Low due to the loss of those trees. In accordance with the SDEIS findings, the SWLRT project may reduce visual unity of the view unless design and landscape measures are taken. The visual quality of the view will be reduced because of the removal of vegetation and the introduction of the SWLRT tracks, which will reduce the visual intactness and visual unity for this view. The overall level of change in the visual quality of this view is Moderate, not Low as inaccurately stated in the SDEIS.

In review of the engineered plans there will not be enough space to plant trees between Redstone and the tracks nor along the sidewalk. The existing views from Redstone will be altered from trees to a LRT train and tracks with no space for screening. The removal of trees along the boulevard and the inability to screen the trains from our patrons and the public is a substantial negative impact to our business. We are a fine-dining establishment that promotes ambiance and a natural aesthetics atmosphere for our patrons.

Another objection to the SDEIS review of the visual quality and aesthetics near Redstone is the absence of any consideration of the view looking over Lake Idlewild and the trees that surround it. Lake Idlewild provides an aesthetic backdrop for the businesses in this area and is clearly

visible to the public driving on Eden Road or walking among the surrounding shops. We demand that further analysis be conducted on the view-sheds near Redstone so that the analysis includes views to the north across Lake Idlewild.

Subsection 3.2.4.5 (Safety and Security) of the SDEIS reviews the long-term direct and indirect safety and security impacts. Redstone is outraged by the newly introduced potential for violent train-vehicle or train-pedestrian conflicts that will be present at the at-grade crossing of roadways or driveways at and around the Redstone property. The SWLRT trains will be crossing not only Redstone's two driveways but also the intersection of Glen Road and Eden Road. There will be numerous Redstone patrons trying to get into and out of the Redstone property by vehicle or on foot. With SWLRT trains crossing in front of the Redstone property with unknown measures for public safety, Redstone may face potential liability arising from accidents caused by the SWLRT crossings near its property. The proposed SWLRT alignment simply creates too many conflict points between trains, vehicles and pedestrians in a very small and uncontrolled area.

The SDEIS identifies a sidewalk section for pedestrians that would require pedestrians to traverse a parking lot and use a sidewalk currently associated with another business (Brunswick Zone Bowl). This is unacceptable to Redstone. Easements are required to use a private walk for public use and liability will perpetually be an issue. Moreover, requiring pedestrians to walk through the middle of an existing parking lot creates considerable safety concerns. A safer alternative is to provide sidewalks along public roads. If the Town Center Station were located east of the intersection with Eden Road, then a sidewalk could be provided adjacent to Eden Road south to Singletree Lane. The SWLRT's blatant disinterest in the safety of its riders and Redstone's patrons requires correction and further study.

Summary

As noted above, the SWLRT project as currently designed will result in substantial adverse impacts on Redstone's ability to operate its restaurant. These substantial adverse impacts include, but are not limited to, the loss of parking, access restrictions, increased noise, visual impacts, safety concerns, and the creation of obstacles to the public enjoyment of existing natural amenities (e.g, Lake Idlewild) in the immediate vicinity of the Redstone property.

"The adequacy of an environmental impact statement is subject to challenge on both procedural and substantive grounds." *Minnesota Public Interest Research Group v. Adams*, 482 F. Supp. 170 (D. Minn. 1979). An environmental impact statement is substantively inadequate when an agency's "actual balance of costs and benefits" is arbitrary and when the agency gives "insufficient weight to environmental values." *Minnesota Public Interest Research Group v. Butz*, 541 F.2d 1292, 1300 (8th Cir. 1976). An EIS is likewise inadequate if it does not contain sufficient information to permit a reasoned choice of alternatives. *Id.* Moreover, an EIS "must not be so vague, general and conclusory that it cannot form the basis for reasonable evaluation and criticism." *Id.*

The SDEIS prepared for the SWLRT here is both substantively and procedurally inadequate. The costs and benefits set forth in the SDEIS are arbitrary and give insufficient weight to the environmental values that underlay NEPA and MEPA. Moreover, the SDEIS is so vague, general and conclusory in nature that it cannot form the basis for reasoned analysis of the true environmental, social and economic effects of the SWLRT

As such, the SDEIS prepared for the SWLRT here fails to fulfill the fundamental purposes of the National Environmental Policy Act, 42 U.S.C. 4432, et seq. or the Minnesota Environmental Policy Act, Minn. Stat. § 116D.01, et seq. “[T]he overall purpose of NEPA is to establish ‘a broad national commitment to protecting and promoting environmental quality.’” *Sierra Club v. United States Army Corp of Engineers*, 446 F.3d 808, 1126 (8th Cir. 2006), *quoting Robertson v. Methow Valley Citizens Council*, 490 U.S. 332, 348 (1989). An EIS prepared pursuant to NEPA and MEPA must consider the “social and economic effects of [a] proposed agency action must ... once it is determined that the proposed agency action significant affects the physical environment.” *Id.* NEPA and MEPA require government agencies to evaluate environmental impact of a proposed government action and possible alternatives to that action before the agency takes any action that will “significantly affect the quality of the human environment.” *Id.* Notably, the term “human environment” must be interpreted “comprehensively to include the natural and physical environment and the relationship of people with that environment.” *Id.*

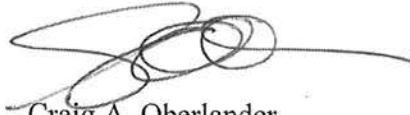
Here, the effect of the SWLRT on the “human environment” surrounding the Redstone property will simply be disastrous. It will irreparably disrupt the natural and physical environment in which the Redstone property is currently situated. Moreover, it will create hazards and inconveniences for people attempting to enter that environment in order to dine at Redstone. Finally, it will cause substantial economic hardships for Redstone and similarly situated businesses located along the proposed SWLRT route recommended by the SDEIS.

Redstone recognizes that there have been many changes to the SWLRT project since the release of the SDEIS. The Metropolitan Council has recently supported the elimination of the Mitchell Station and the deferment of the Town Center Station along with many other cost saving adjustments. To support cost reductions and a more efficient LRT operation, Redstone encourages the Project Office to act upon its request to re-examine the many issues raised in this letter and consider if past options or new options can provide a better alignment for the SWLRT. The Eden Prairie Segment carries numerous costs and environmental impacts that must be investigated further. The widening and extension of Eden Road is just one example. A second is the ability to avoid the wetland south of Costco if the line is realigned. As noted earlier, the Technology Drive and Singletree Lane alignments were considered viable options and deserve to be reconsidered now. We ask that the Metropolitan Council do so.

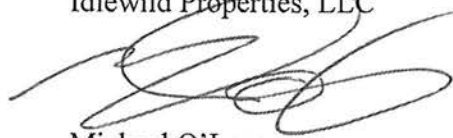
We look forward to working with you on addressing our concerns and finding solutions that benefit the SWLRT project, the City of Eden Prairie, Redstone and the public.

Very Truly Yours,

SWLRT SDEIS Comments
Idlewild Properties, LLC/Redstone American Grill, Inc.
July 21, 2015
Page 11



Craig A. Oberlander
Chief Manager
Idlewild Properties, LLC



Michael O'Leary
Chief Operating Officer
Redstone American Grill, Inc.

Enclosure

c: Bruce D. Malkerson, Esq., Attorney for Redstone
Tom Goodrum and Vern Swing, Westwood Professional Services, Engineering and
Planning Consultants for Redstone

Southwest Transitway

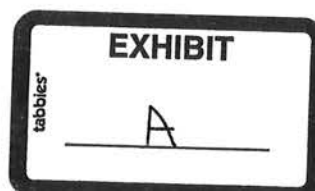
Town Center Station Location Considerations

General

- The feasibility of more centrally located and walkable Town Center Station should be evaluated during the Preliminary Engineering Process
- Minimize Town Center Station parking. If possible re-allocate parking to Southwest Station and Mitchell Road.

Location Priorities

- Walkability to Housing and Employment (Ridership Potential)
- Close proximity to Eden Prairie Center. Station within ¼ mile to a mall entrance.
- Maximize potential redevelopment and reinvestment opportunities.
 - Considered recent investments in area
- Separation from Southwest Station LRT Station
- Acceptable traffic impacts of track alignment



Potential MCA Station Locations

Location A – Town Center

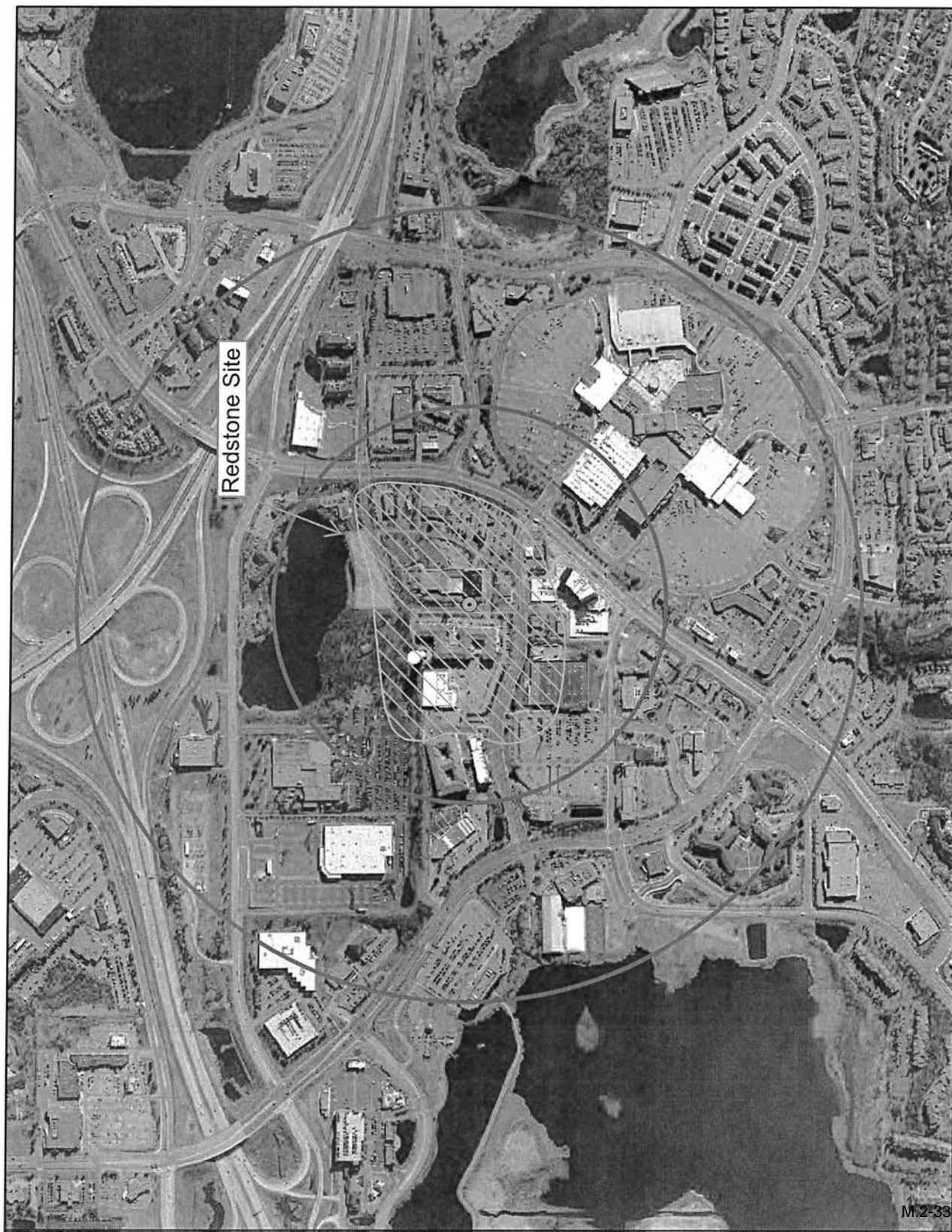
- Guide Plan Approved Town Center Location
- Close proximity to existing and future housing and employment densities
- Potential for planned re-development
- Walkable to Eden Prairie Center (across Flying Cloud Dr)
- Anticipated Moderate Track Alignment Impacts

Location B – EPC Northeast

- Close proximity to Eden Prairie Center
- Potential for re-development
- Walkable to existing and future housing and employment uses in Town Center (across Flying Cloud Dr)
- Anticipated Moderate Track Alignment Impacts

Location C – MCA South

- Close proximity to Presbyterian Homes and walkable to residential uses south of MCA (across Prairie Center Dr)
- Walkable to housing and employment uses in Town Center
- Walkable to Eden Prairie Center (across Flying Cloud Dr)
- Potential for re-development
- Anticipated High Track Alignment Impacts



Legend

- Center of Radius Rings
- Station Area
- 1/4, 1/2 Mile Radius Ring

STATION AREA A



Legend

- Center of Radius Rings
- Station Area
- 1/4, 1/2 Mile Radius Ring

STATION AREA B



Legend

- Center of Radius Rings
- Station Area
- 1/4, 1/2 Mile Radius Ring

STATION AREA C

From: [Kevin Kuemmel](#)
To: [swlrt](#)
Date: Tuesday, July 21, 2015 2:24:31 PM

Being a resident in Todd Park and close to Brookside, I'm extremely concerned about the increase in freight traffic. I am opposed to using public light rail money to increase train traffic in our neighborhoods. Seems ridiculous to use our money to decrease our quality of life. Thanks.

Best Regards,
Kevin O. Kuemmel
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World Data Products
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From: [Angie & Sandeep](#)
To: [swlrt](#)
Cc: [Mary Pattock](#); [Kathy KIAA Low](#)
Subject: Agreement with LRT Done Right
Date: Tuesday, July 21, 2015 2:21:17 PM

I endorse the response submitted today by the organization LRT Done Right in addition to comments I have personally submitted previously.

Angela Erdrich
612 516 6866
2217 Oliver Ave S
Minneapolis mn 55405

Sent by Angie Erdrich
angie_sandeep@yahoo.com



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July 17, 2015

Nani Jacobson
Assistant Director, Environmental & Agreements
Metro Transit – SWLRT Project Office
6465 Wayzata Boulevard, Suite 500
St. Louis Park, MN 55426

Re: Comments of Liberty Property Trust Regarding OMF to be Located at Site 9A

Dear Ms. Jacobson:

Liberty Property Trust is the owner of the developed industrial properties at 1515 Sixth Street South, and 1600 Fifth Street South, Hopkins Minnesota, which will be taken for the proposed Operations and Maintenance Facility (OMF), Site 9A, Hopkins K-Tel East. As a property owner that will suffer the loss of two important industrial investment properties, we are deeply concerned about how this taking will impact us. We have reviewed the SDEIS and have the following comments on that document.

1. OMF Site 9A Selection Evaluation:

Our review revealed that Site 9A was not part of the original DEIS review and was only added as part of the SDEIS process and not subject to the same site selection evaluation that was done during the DEIS review. We understand that as part of the SDEIS analysis for a preferred OMF site a four step process was conducted that initially identified approximately 30 sites and through each step dismissed potential sites until site 9A was the final selection.

It appears to us that SDEIS failed to fully or properly evaluate the OMF site (identified in the SDEIS as site 9A) against comparable sites that were also being considered. We believe that additional information should be provided that will explain why site 9A was preferred over a number of others.

2. A Total Taking of the Liberty Property for OMF at Site 9A is Required

The SDEIS under Section 3.3.1.2 Acquisitions and Displacement indicates that there will be a full taking of both our industrial properties within the site 9A footprint. Liberty Property Trust concurs that any taking must be a full taking of each property.

The SDEIS notes that land which is acquired for the SW/LRT Project but not fully used for the OMF may be considered a remnant parcel and sold. Liberty Property Trust has no interest in buying back a remnant piece and there should be no expectation that such remnants will have any



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material economic value to Liberty. Liberty has previously conveyed this same information to representatives of the Met Council.

Liberty Property Trust has been an active participant in the public process and planning of the SWLRT. We are supportive of the project but recognize that a number of our properties will be taken if the project goes forward. Our concerns regarding the SDEIS reflect our past comments on the DEIS regarding our properties in Hopkins, Minnetonka and Eden Prairie, adjacent the Golden Triangle Station. Our earlier DEIS comments are attached for your convenience.

Finally, if the project goes forward, it is essential that our industrial tenants are fully compensated for their relocation costs and are given sufficient lead time to plan and execute a complex industrial plant relocation.

Liberty Property Trust

Richard Weiblen
Vice President, Development.